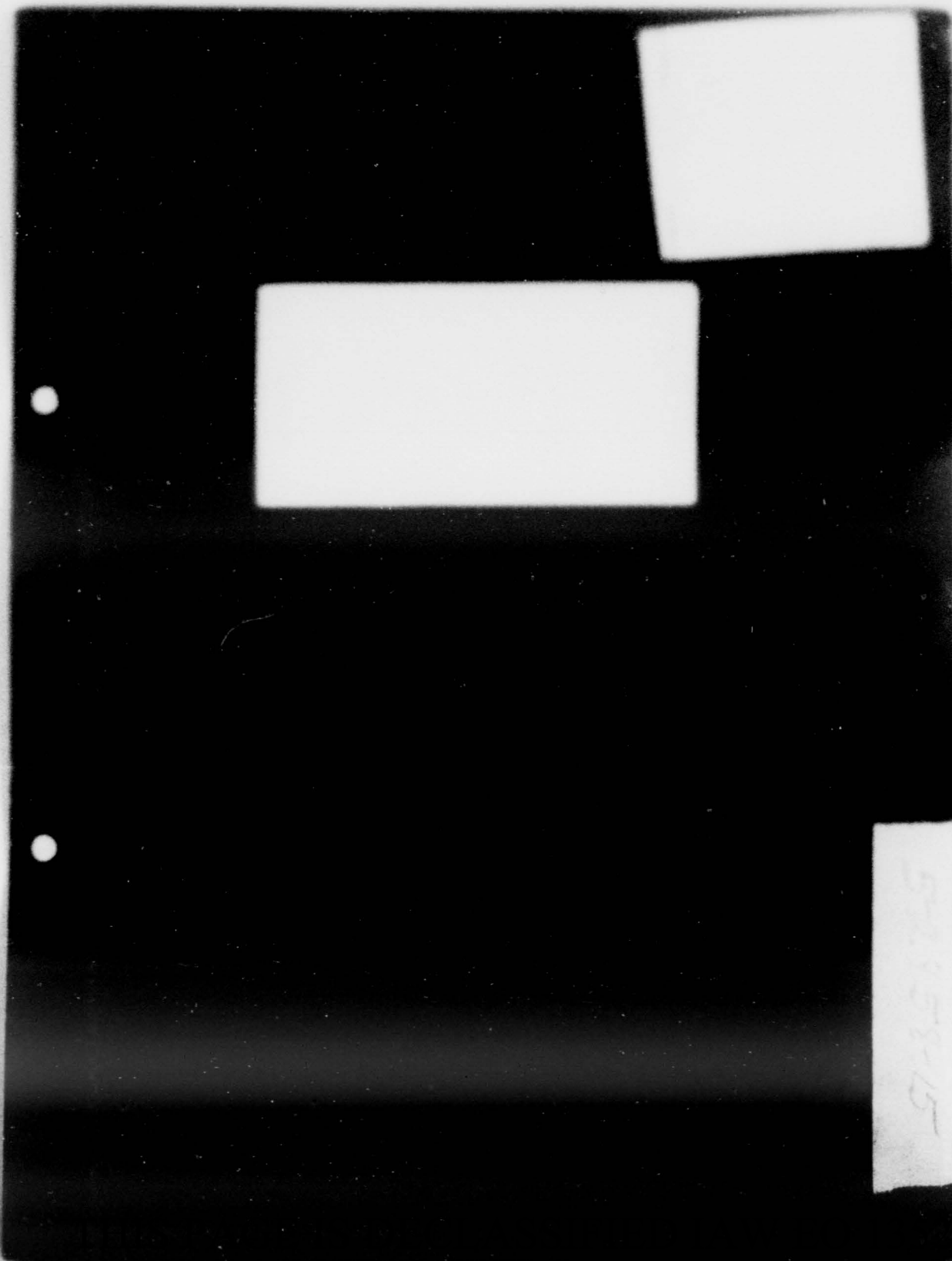


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(Unclassified)

HISTORY

of the

2AF-1-10614

305TH BOMBARDMENT WING (M) (SAC)

1 - 31 July 1961

Bunker Hill Air Force Base

Peru, Indiana

RCS: AU-D5

William M. Borden, Col
FRANK L. O'BRIEN
Colonel, USAF
Commander

DOWNGRADING AT 12 YEARS
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED DOD DIR 5300.10

Samuel W. Hanson
JOHN A. KINZER
Major, USAF
Historical Officer

John W. Horky
JOHN W. HORKY
SSgt., USAF
Historian

This history is classified SECRET because it contains information relative to the mission capabilities of the wing.

SECRET

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CHAPTER I

ORGANIZATION, MISSION, ADMINISTRATION

ORGANIZATION

There were no changes in the organization of the 305th Bombardment Wing (Medium) during July, 1961, the organizational structure remaining as outlined in previous histories of the wing.¹ /U/

MISSION

The mission of the wing remained unchanged during this period. (See also Chapter II, Operations, page 3.)² /U/

ADMINISTRATION

There were no important changes in administrative procedures in the wing during this period.³ /U/

No special orders in the "G" series were issued by the wing in July, nor were any such orders affecting the wing issued by higher headquarters during this period.⁴ /U/

Continued efforts were made in compliance with Second Air Force Letter No. 5-5, 1 February 1961, to eliminate publications such as Standing Operating Procedures and Policy Letters not authorized by Air Force Regulation 5-5. The last of such

1. Hist 305th Bomb Wg, Jun 61, p. 1; Interview by SSgt. John W. Horky, Wing Historian, with MSgt. James S. Pratt, Wing Sergeant Major, 22 Aug 61.
2. Hist 305th Bomb Wg, Jun 61, p. 1; Interview by SSgt. John W. Horky, Wing Historian, with Col. James B. Gueydan, DCO, 12 Sep 61.
3. Interview by SSgt. John W. Horky, Wing Historian, with MSgt. James S. Pratt, Wing Sergeant Major, 22 Aug 61.
4. See note above.

publications in the wing were eliminated or converted to authorized publications during this month, well in advance of the 2nd AF deadline of 1 September 1961.⁵ /U/

PROJECT "MONEY TREE"

The 305th Bomb Wing initiated six local Money Tree projects during the month of July, with total estimated savings of \$21,899.44 and 452 estimated manhours saved. The most important project involved putting back into supply channels \$19,983.00 worth of materiel no longer required to support the mission of the wing. The 19th Air Division commander urged continued support of the project and requested information on specific actions being taken. In replying, the wing commander mentioned specific projects being carried out by the 305th Bomb Wing and noted that the Foreign Object Damage program had "reduced our engine damage from two per month to zero for a six month period and . . . reduced cut tire damage by more than two thirds."⁶ /U/

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5. Minutes, 305th Bomb Wg Staff Meeting, 11 Jul 61, in Hist Sec files; Interview by SSgt. John W. Horky, Wing Historian, with MSgt. James S. Pratt, Wing Sergeant Major, 22 Aug 61.
 6. Ltr, 305th Bomb Wg to 19th Air Div, subj: Money Tree Projects, 1 Aug 61, in Hist Sec files; Ltr, Comdr 19th Air Div to Comdr 305th Bomb Wg, et al, subj: "Money Tree," 13 Jul 61, Doc. 22; Ltr, Comdr 305th Bomb Wg to Comdr 19th Air Div, subj: Money Tree, 26 Jul 61, Doc. 23; Report, meeting of Foreign Object Damage Prevention Committee on 21 Jun 61, undated, Doc. 21.

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CHAPTER II

OPERATIONS

B-58 OPERATIONAL READINESS

The 305th Bomb Wing remained in a C-4, not operationally ready, status during July. B-58A aircraft operationally ready during the month ranged from zero to two. Only one aircrew was operationally ready and available throughout the month.¹ /S/

KC-135 OPERATIONAL READINESS

The wing's 68th Air Refueling Squadron maintained a C-1 rating of operationally ready during July. KC-135A aircraft operationally ready ranged from 17 to 19, with from 25 to 31 aircrews operationally ready and available during the month.² /S/

MISSION CAPABILITY

On 10 July 1961 the wing advised 19th Air Div that the 305th would be unable to meet the 15 July bomber posture because of materiel shortages--lack of a munitions hoist, only five B-58 aircraft on station, and unavailability of chaff. Lack of the hoist prevented the installation of the warhead in the pod. Scheduled delivery of B-58's would not support the assigned 11 sorties until mid-September, 1961. Depot estimates on delivery of the hoist varied from three to eight months; the estimate on

1. Hist 305th Bomb Wg, Jun 61, Doc. 17; Operational Readiness Reports, AF-V14, with explanations: 5 Jul 61, Doc. 3; 12 Jul 61, Doc. 4; 19 Jul 61, Doc. 5; 26 Jul 61, Doc. 6.
2. See note above.

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delivery of the chaff was approximately three months. (See also TRAINING CHAFF, page 5.)³ /S/

In reply to the wing's message 19th Air Div advised that one of the two munitions hoists at Carswell AFB, Texas, was out of commission and that:

The unreliability of hoist in the past dictates that the 28MMS retain possession of both hoists in support of the 43BombWg so that we have reasonable assurance that pods can be made ready for one activity until additional hoists are made available.

The 19th Air Div message also suggested that another piece of equipment being shipped to the 305th Bomb Wing in July could be used as an interim hoist and requested reevaluation of the wing's capability upon receipt of this equipment.⁴ /U/

The interim hoist kit was received on 12 July but it lacked three components which made it impossible to load ME-1 pods, although the newer Twin Component Pods could be loaded with it. However, the wing did not possess any TCP's during July. Within a week after receipt of the interim hoist, the wing was directed by 19th Air Div to ship the cradle adapter for the hoist to Carswell AFB, Texas, for an evaluation test of the TCP. This associated equipment was to be returned to the wing about 30 August 1961 which made it impossible to begin evaluation of the interim hoist until

3. Msg C 61-123, 305th Bomb Wg to 19th Air Div, 10 Jul 61. Doc. 36.
4. Msg C-427, 19th Air Div to 305th Bomb Wg, 14 Jul 61. Doc. 37.

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that time--if the missing hoist components or one of the TCP's had then been received.⁵ /S/

TARGET FOLDERS

Members of the 305th Bomb Wing briefed 2nd AF on B-58 target folders on 17 - 21 July. The wing was advised by 2nd AF that a "forthcoming revision of 2AFR 200-5 will waive any portion of domestic target folder format requirements inconsistent with your wing's B-58 training, operations, and equipment requirements."⁶ /U/

OPERATION SKY SHIELD II

Headquarters 2nd AF advised that the 305th Bomb Wing was one of several additional units which would take part in Operation SKY SHIELD II, scheduled to be held in October. A conference concerning the operation was held at Headquarters Strategic Air Command on 25 - 27 July but no representatives from the 305th Bomb Wing attended.⁷ /U/

TRAINING CHAFF

Chaff requirements for B-58 crew upgrading were waived for the 43rd and 305th Bomb Wings by 2nd AF because of unavailability of

5. Msg DM 404, 19th Air Div to 305th Bomb Wg, 11 Jul 61, filed DCOO; Msg DCM 61-130, 305th Bomb Wg to 19th Air Div, 19 Jul 61, filed 45th MMS; Interview by SSgt. John W. Horky, Wing Historian, with Maj. Evarice C. Mire, Jr., Chief, DCOO, 13 Sep 61; DD form 829, Hist Rec for Aero Equip, filed Aircraft Records Sec, DCM.
6. Monthly Progress Report, RCS: 2nd - U20, 305th Bomb Wg, 31 Jul 61, pp. 10, 12, Doc. 1; Msg DITS 710, 2nd AF to 19th Air Div, et al, 11 Jul 61, in Hist Sec files; Msg DITM 717, 2nd AF to Yankee, 17 Jul 61, in Hist Sec files.
7. Msg DODTH 2134, 2nd AF to 19th Air Div, et al, 11 Jul 61, Doc. 27; Interview by SSgt. John W. Horky, Wing Historian, with Maj. Vincent P. Faulise, Air Weapons Officer, 5 Sep 61.

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training chaff. Defensive systems operators were to complete SAC Regulation 51-19 chaff requirements as soon as possible after receipt of chaff. (See also MISSION CAPABILITY, page 3.)⁸ /U/

TRAINING

Training data for the month is appended.⁹ /U/

TANKER "RATE ME" ACCOMPLISHMENTS

Two KC-135A tanker crews of the wing's 68th Air Refueling Squadron achieved multiple honors in the 2nd AF Bombing, Navigation, Refueling, and Loading Competition, Project "RATE ME," which ended on 30 June 1961. Crew T-03--with Capt. Donald E. Sink as aircraft commander--received a crew overall score of 268.5; crew T-09--with Capt. John T. Thayer as aircraft commander--scored 247.5. This gave the 68th an overall score of 516 points of a possible 600. The squadron received the following ratings in the competition:

Overall best tanker squadron,

Overall best KC-135 squadron,

Overall best KC-135 crew:

First crew - T-03,

Second crew - T-09.

As a result of winning in this competition the 68th Air Refueling

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8. Msg DATED 2962, 2nd AF to SAC, et al, 26 Jul 61. Doc. 28.
 9. 2-SAC-T12 Reports, 1 - 31 Jul 61, with interpretations: 305th Bomb Wg, card 1, Doc. 7; 68th Air Ref Sq, card 1, Doc. 8; 68th Air Ref Sq, card 2, Doc. 9; 305th Bomb Wg (B-58) (T-12) Commander's Remarks: 1 - 31 Jul 61, Doc. 10; 68th Air Ref Sq (T-12) Commander's Remarks: 1 - 31 Jul 61, Doc. 11; Wing Operations and Training Plan for July 1961, 305th Bomb Wg, 1 Jul 61, Doc. 12.

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Two 68th Air Refueling Squadron crews receive a plaque from Col. F. L. O'Brien, 305th Bomb Wing commander, for their achievements in the Second Air Force Combat Competition. Left to right: TSgt. Hubert G. Dunahoo, boom operator; 1st Lt. John M. Sheffield, navigator; Capt. James E. Sizemore, copilot; Capt. Donald E. Sink, aircraft commander; Col. O'Brien; Lt. Col. Raymond J. Bryan, 68th Air Refueling Squadron commander; Capt. John T. Thayer, aircraft commander; Capt. William L. O'Conner, copilot; 1st Lt. Phillip D. Clark, navigator; and A1C Bruce L. Cheek, boom operator.

Squadron will represent 2nd AF in the 1961 Strategic Air Command competition in September. The crew members are shown in the photograph and other details are included in the appended press release.¹⁰ /U/

PHYSICAL CONDITIONING

A letter was received from the 2nd AF commander pointing out discrepancies noted in the Physical Conditioning Program at other installations. An investigation determined that this program is being carried out at Bunker Hill AFB in accordance with directives of higher headquarters.¹¹ /U/

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10. Msg DOT 2414, 2nd AF to Quebec, 14 Jul 61, in Hist Sec files; Msg DOT 2451, 2nd AF to Quebec, 19 Jul 61, in Hist Sec files; Msg DXIP 0832, 2nd AF to 19th Air Div, et al, in Hist Sec files; Press release BUN-61-7-11, 305th Bomb Wg, 20 Jul 61, Doc. 35.
 11. Ltr, Comdr 2nd AF to Comdr 305th Bomb Wg, subj: Investigation of Physical Conditioning Training, 9 Jun 61, Doc. 25; Ltr, DCO 305th Bomb Wg to Comdr 305th Bomb Wg, subj: Investigation of Physical Conditioning Training, 7 Jul 61, Doc. 26.

CHAPTER III

SUPPLY

B-58 SUPPLY SITUATION

Conversion of the 305th Bomb Wing to the B-58 "Hustler" has been complicated by supply problems over a long period of time. In April, 1961, the 43rd Bomb Wing, Carswell AFB, Texas, stated the situation thus:

The supply support for the B-58 Weapon System has generally degenerated into an unsatisfactory condition. A point of particular significance is that this condition could also hamper the effectiveness of the 305th Bomb Wing. An aggressive follow-on procurement of aircraft and O&M spares is required to relieve the current and forecasted generally unsatisfactory supply support. (Underscoring supplied.)¹ /U/

In June, 1961, 2nd AF reported the supply situation as "UNSATISFACTORY":

Inadequate supply support and improper functioning of aircraft spares, defense systems equipment, etc., are contributing factors to an UNSATISFACTORY status of the B-58 program. Proposed remedial actions to overcome these problems are being studied and evaluated, and coordinated efforts are being made by all concerned commands to resolve the deficiencies in the B-58 weapon system. Progress in all other areas . . . is satisfactory in both the 43d and 305th Bomb Wings.

.....

Lack of follow-on procurement by some Inventory Managers has caused supply support for the B-58 weapon system to degenerate into an UNSATISFACTORY condition in both the 43d and 305th Bws.² /U/

1. B-58 Category III Evaluation, Monthly Progress Report, 43d Bomb Wg, Apr 61, extract in Hist Sec files.
2. Ltr, 2nd AF, DCRM, to Comdr 2nd AF, subj: Consolidated B-58 Progress Report No. 4: 43d Bomb Wing, Carswell AFB; 305th Bomb Wing, Bunker Hill AFB, 19 Jun 61, excerpts in Hist Sec files.

In mid-July, 1961, the situation was still considered "UNSATISFACTORY" by 2nd AF:

Supply support for the B-58 weapon system is UNSATISFACTORY at both Carswell and Bunker Hill AFBs.³ /U/

Further actions were taken by 2nd AF during the month to attempt to overcome the supply deficiencies:

Aggressive supply action and close coordination between Inventory Managers and Weapon System Managers is being emphasized in an effort to meet delivery schedules. The current AGE delivery status report from Convair indicates an upward trend in the delivery of AGE. The S-83 report as of 9 June 1961 indicated 62% of CME on hand.

.....

B-58 WSM representatives visited Bunker Hill in May and obtained shortage listings of all outstanding items on the initial lay in. These listings were handcarried to the various Inventory Managers for expedite action. On completion of this action, approximately 1700 line items remained outstanding. Base stocks are being screened at Carswell AFB in an effort to provide minimum quantities of these items. Pre-issue shortages are due to low fill rates on Hi-Valu items. The B-58 WSM, in conjunction with Convair, is taking additional action to expedite these shortages. The 305th Bomb Wing has been directed to prepare a machine run listing of all initial lay in shortages as of 20 June 1961 and send to this headquarters for assistance. The regression in the fill rate of the spares lay in is due to continual addition of new items to the lay in list. These items are required to support new sets, systems, and installations on aircraft being assigned to Bunker Hill AFB that were not installed on 43d BW aircraft before delivery.⁴ /U/

Indicative of the seriousness of the supply support problem at this time was the statement:

In addition to the above actions, the Second Air Force

3. Ltr, 2nd AF, DCRM, to Comdr 2nd AF, subj: Consolidated B-58 Progress Report No. 5: 43d Bomb Wing, Carswell AFB; 305th Bomb Wing, Bunker Hill AFB, 14 Jul 61, excerpts in Hist Sec files.
4. Ibid.

Commander has brought the E-58 logistic support problem to the attention of the Commander in Chief, SAC, and requested his assistance in resolving support problems. (Underscoring supplied.)⁵ /U/

Additionally, 2nd AF took action in July to insure that Air Force Logistics Command activities provided the 305th Bomb Wing with instructions on shipping of reparable E-58 spares, in particular, and also information on all other E-58 logistical matters.⁶ /U/

Many supply problems are alleviated or solved through informal contacts with the AFLC depot representatives at Bunker Hill AFB and subsequent actions by them. Activities of the E-58 Weapon System Logistical Officer through 10 July 1961 are covered in the appended report.⁷ /U/

The seriousness of the spares lay-in problem is somewhat moderated by the fact that of the 1,900 line items not received in July in total quantities, approximately 1,200 are for components not yet included in the E-58 aircraft at Bunker Hill AFB. It is estimated that, based on present progress, spares lay-in for the 305th Bomb Wing should cease to be a serious problem by the end of September, 1961. However, stock replenishment continues to be a serious problem, also.⁸ /U/

5. Ibid.

6. Msg DN3A1 3855, 2nd AF to SAAMA, et al, 26 Jul 61. Doc. 29.

7. AFLC Weapon Systems Materiel Officer Report (RCS: AFLC-S-206), John M. Aylor to San Antonio Air Materiel Area, 14 Jul 61, Doc. 15.

8. Monthly Progress Report, RCS: 2nd - U20, 305th Bomb Wg, 31 Jul 61, p. 22, Doc. 1; Wing Commander's Monthly Activity Report, 305th Bomb Wg to Comdr 19th Air Div, 16 Aug 61, Doc. 2; Interview by SSgt. John W. Horkey, Wing Historian, with Capt. Alfred E. Jones, B-58 Alternate Project Officer (Supply), 23 Aug 61.

CHAPTER IV
MAINTENANCE

B-58 TRAINING

The wing's maintenance activities expended a total of approximately 33,000 manhours in B-58 training during July, 14,500 on base and 18,500 off base.¹ /U/

AIRCRAFT OPERATIONAL RATES

The B-58 operational rate for July was 26.6%. The wing's five B-58A aircraft and one TB-58A on hand at the end of July made a total of 80 flights during the month.² /U/

The 68th Air Refueling Squadron's KC-135A tankers had an operational rate of 89.7% for July. The 21 aircraft on hand as of 31 July made 669 flights during the month.³ /U/

MAINTENANCE OFFICER SHORTAGE

The shortage of maintenance officers has serious direct and indirect effects on this activity. One result was that the 20 flight line maintenance officers assigned during July expended 141 reported overtime hours in basic maintenance management functions. In addition they served 99 more hours on base and squadron duties such as airdrome clearance officer, officer of the day, etc. The requirement that a maintenance launch officer

1. Monthly Progress Report, RCS: 2nd -U20, 305th Bomb Wg, 31 Jul 61, p. 14, Doc. 1; Maintenance Production Summary (RCS: AF-D25) 31 Jul 61, Doc. 14.
2. Report of Aircraft/Missile Operational Data, RCS 1-AF-A1, 31 Jul 61, Doc. 13.
3. Ibid.

be present whenever an aircraft is to be launched also increases the seriousness of the problem. For example, when an officer is on duty for a late night aircraft launch, he is not available for at least part of the next normal duty day. This reduces the manhours available for other supervisory maintenance activities and administrative duties. The problem is alleviated to some extent by utilizing senior noncommissioned officers in officer duties to the extent practicable. (See also Chapter VI, Personnel, page 17.)⁴ /U/

MOBILITY PLAN

A revised Mobility Plan was issued on 15 July and an amendment to the plan was distributed on 24 July. The plan provides guidance for tactical and support squadrons in fulfilling their responsibilities in the execution of the mobility requirements of 305th Operation Order 44-62.⁵ /U/

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4. Manhour Actual Labor Utilization Report No. 4 (Wing), 305th Bomb Wg, 31 Jul 61, filed Analysis and Reports Div (DCMA); Interview by SSgt. John W. Horky, Wing Historian, with Capt. Ralph H. Elliott, Chief, Analysis and Reports Div, DCM, 12 Sep 61.
 5. Mobility Plan, 305th Bomb Wg, 15 Jul 61, Doc. 18; Amendment No. 1 to 305th Bomb Wg Mobility Plan, Doc. 19.

CHAPTER V

FACILITIES

B-58 CONSTRUCTION

Additions and changes in base facilities to enable the 305th Bomb Wing to convert to full-scale B-58 operations will entail the expenditure of \$1,394,000 in Fiscal Year 61 Military Construction Program funds and \$382,000 in FY 62 MCP projects approved by SAC. The FY 61 projects, except the narrow gauge center line runway lighting project, are indicated in red on the attached map, Tab A, End Mission A/C Parking, 10 July 1961, as follows:

1. Operations Mission Training Addition,
2. Ground Powered Equipment Addition,
3. Jet Fuel Storage, and
4. Base Warehouse.

The FY 62 projects are identified on the map as:

5. Parking Apron Flood Lights, and
6. Approach Lighting.

A report on the status of the projects as of the end of this period is appended.¹ /U/

Procurement of B-58 shelters programmed in the FY 62 MCP was cancelled and new procurement action initiated. The 10 B-58 Climatic Shelters for Bunker Hill AFB were given a production release date of 15 December 1961.² /U/

1. Monthly Progress Report, RCS: 2nd - U20, 305th Bomb Wg, 31 Jul 61, p. 24, Doc. 1; Status of MCP Construction, RCS 2AF-21, 31 Jul 61, Doc. 16.
2. Msg DM4F1 4309. 2nd AF to 19th Air Div, et al, 10 Jul 61, Doc. 30.

Headquarters 2nd AF proposed that the location of the shelters be seven west of the centerline of the access taxiway to the base docks and three east of the centerline. Headquarters 19th Air Div requested drawings of shelter locations with respect to refueling hydrants, docks and other facilities. The wing's proposed location of the shelters is shown on the map, Tab A, and Site Plan, E-58 Maint./Launch Shelters, Tab B. As of the end of July the question of the location of the shelters had not been resolved.³ /U/

OTHER CONSTRUCTION

A report on the status of other construction projects as of 27 July is appended.⁴ /U/

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3. Msg DM4F1 4240, 2nd AF to SAC, et al, 6 Jul 61, in Hist Sec files; Msg DM 406, 19th Air Div to 305th Bomb Wg, et al, 10 Jul 61, in Hist Sec files; Interview by SSgt. John W. Horky, with 1st Lt. S. J. Dziacko, E-58 Primary Project Officer (Civil Engineering), 1 Sep 61.
 4. Weekly Construction Contract Status Report as of 27 Jul 61, Doc. 17.

CHAPTER VI

PERSONNEL

STRENGTH

For the 1 July - 30 September 1961 quarter the 305th Bomb Wing, including support units, was authorized 4,326 military personnel, as follows:

	Officers	Airmen
305th Bomb Wing	439	2,186
305th Combat Support Group	81	1,416
827th Medical Group	<u>50</u>	<u>154</u>
	570	3,756

In June, 1961, the wing was authorized 551 officers and 3,778 airmen.¹ /U/

Assigned military strength of the wing increased from 3,807 to 3,925 during July, broken down as follows:

	Officers	Airmen
305th Bomb Wing	321	1,858
305th Combat Support Group	61	1,494
827th Medical Group	<u>39</u>	<u>152</u>
	421	3,504

In June, 1961, the assigned figures were 433 officers and 3,374 airmen.² /U/

1. 2AF Individual Unit Manning Document 1423, 305th Bomb Wg, Jul 61, Grade Recap in Hist Sec files; Hist 305th Bomb Wg, Jun 61, p. 3.
2. Morning Reports, AF forms 183, Part I, 31 Jul 61, filed Morning Report Sec, DPAB; Hist 305th Bomb Wg, Jun 61, p. 3.

As of 28 July 1961 there were 293 civilian personnel assigned against an authorization of 304. In addition there were six employees in organizations serviced by the base civilian personnel office. On 30 June there were 296 civilians authorized and 285 assigned, with five in serviced organizations.³ /U/

MANNING IN REQUIRED SPECIALTIES - OFFICERS

As of 31 July the wing had 320 officers assigned of the 493 considered in the MIRS category. Of these, 295 or 92% were in required specialties. Of the 25 officers not assigned to authorized positions 23 were KC-135 combat crew members; 12 of these will be absorbed on 1 October 1961 by an additional Unit Manning Document authorization. The 197 B-58 combat crew member vacancies are being programmed by SAC.⁴ /U/

MANNING IN REQUIRED SPECIALTIES - AIRMEN

Airmen MIRS stood at 88% of required and 97% of assigned on 31 July, the figures being:

Considered under MIRS	3,801
Assigned (of above)	3,466
In required specialties	3,346

Of the 120 not assigned to authorized positions, 28 were projected losses during August through October, 1961. The 922X0A/922X0B

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3. Ltr, DPCPO to EDCL, subj: Civilian Personnel Strength Report, 28 Jul 61, in Hist Sec files; Hist 305th Bomb Wg, Jun 61, p. 3 and Doc. 1.
4. Monthly Analysis of SAC Management Control System Data, RCS: SAC-T35 (2nd-1) Part I, 305th Bomb Wg, 1 - 31 Jul 61, Doc. 20.

shortage/overage is a continuing problem.⁵

CRITICAL OFFICER SHORTAGES

The critical shortage of maintenance officers remained a serious problem during this period. However, the programming of four officers by 2nd AF for November and December, 1961, will alleviate this problem when these officers report for duty.

(See also Chapter IV, Maintenance, page 11.)⁶ /U/

The shortage of physicians continued to be a serious problem during this period.⁷ /U/

REASSIGNMENT OF B-58 OFFICERS

On 19 July the wing requested assistance from 2nd AF to preclude the continued alerting for reassignment of officers connected with B-58 training. Headquarters 2nd AF advised that higher headquarters did not recognize "any administrative freeze or levy exemption on any member of the 305 Bomb Wing." However, it said:

In recognition of the problems involved in converting to this new and complex weapons system, this headquarters established a policy whereby staff and support officers of B-58 units would not be selected for reassignment if any other officer could be selected⁸ /U/

5. Ibid.
6. Hist 305th Bomb Wg, May 61, p. 4, and Doc. 3; Hist 305th Bomb Wg, Jun 61, p. 4, and Doc. 2; Interview by SSgt. John W. Horky, Wing Historian, with SSgt. Ralph L. Miller, Officer Manning Sec, DPCB, 6 Sep 61; Interview by SSgt. John W. Horky, Wing Historian, with Capt. Raleigh E. Kinsala, Asst Dir of Pers, 11 Sep 61.
7. Hist 305th Bomb Wg, Jun 61, pp. 4-5, and Doc. 2; Monthly Progress Report, RCS; 2nd -U20, 305th Bomb Wg, 31 Jul 61, Doc. 1
8. Msg DPCB, 305th Bomb Wg to 2nd AF, 19 Jul 61, Doc. 31; Msg DP 7-5965, 2nd AF to 305th Bomb Wg, 28 Jul 61, Doc. 32.

INDIVIDUAL PROFICIENCY TRAINING

On 31 July there were 1,036 airmen engaged in the IPT program in the wing. This figure included 213 AFR 39-4 trainees--staff sergeants training for 7-level skills although not occupying positions calling for that skill level. Other IPT statistics for July were:

Tested	48 - including seven AFR 39-4 trainees.
Passed tests	39 - including six AFR 39-4 trainees.
Upgraded	40

There were also 22 airmen in excess IPT--in training beyond the maximum time authorized by regulations. During this period five airmen from the 319th Fighter Interceptor Squadron (Air Defense Command), a tenant unit, were tested, four of whom passed.⁹ /U/

RETENTION OF FIRST TERM AIRMEN

During July, of the 15 first term airmen eligible, two reenlisted, or 14.4%.¹⁰ /U/

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9. 2AF form 10, General Purpose Worksheet, filed IPT office (DPIT); Monthly IPT Report, 305th Bomb Wg, DPIT1 to DCRMA, 1 Aug 61, filed IPT office (DPIT); Interview by SSgt. John W. Horky, Wing Historian, with MSgt. Francois L. Bates, NCOIC, IPT office, 6 Sep 61.
 10. Report, 305th Bomb Wg Retention Rate, 31 Jul 61, filed Retention Sec (DPRP).

CHAPTER VII

SURGEON

B-58 WATER CONTAINER

An Unsatisfactory Report was submitted on the B-58 aircrew water container. The UR pointed out that the container was poorly insulated and difficult to clean, causing the water to have a foul odor and taste. It was noted that this could result in a serious safety hazard, since in one case a crew member vomited after drinking the water. The reply to the UR called attention to proper cleaning procedures and recommended that the container not be filled too soon before takeoff time. This action was not considered the answer to the problem and further comments were to be included in the August Monthly Progress Report (U20).¹ /U/

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1. Monthly Progress Report, RCS: 2nd - U20, 305th Bomb Wg, 31 Jul 61, Doc. 1; Msg DCM 7-10721, 305th Bomb Wg to AF Plant Rep, Convair, et al, 21 Jul 61, Doc. 33; Msg SANETE 75931, AFFRO, General Dynamics, to 305th Bomb Wg, et al, 21 Jul 61, Doc. 34; Interview by SSgt. John W. Horky, Wing Historian, with Capt. L. C. Kiplin, B-58 Alternate Project Officer (Surgeon), 22 Aug 61.

CHAPTER VIII

SECURITY

The basic internal protection plan outlining the normal, non-emergency SAC Internal Security System was revised and published on 1 July. Classified Annex "A" of this plan covers Emergency Sabotage Alert Procedures. This was the regular annual revision of the plan and it involved only minor changes required to bring it up to date.¹ /U/

A Security Readiness Exercise was held in July and upon completion was scored 98.4% which at that time was the highest of 2nd AF units.² /U/

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1. Operations Plan 190-62, Internal Protection Plan, 305th Combat Support Gp, 1 Jul 61, in Hist Sec files; Interview by SSgt. John W. Horky, Wing Historian, with MSgt. Bobby W. Bulls, Security Operations Office, 7 Sep 61.
 2. Minutes, 305th Bomb Wg Staff Meeting, 18 Jul 61, in Hist Sec files.

CHAPTER IX

SAFETY

The wing continued a vigorous safety program during this period, with emphasis on water safety and safe driving. A noteworthy achievement was the sale of and installation of 3,402 seat belts in the 5,163 vehicles registered on the base as of 31 July. Because of the different numbers of belts installed in cars, it was impossible to determine exactly how many vehicles were so equipped. However, it was estimated that between one-quarter and one-third of the base-registered cars had seat belts installed. This was in marked contrast to the fact that less than one per cent of the cars in the United States are equipped with seat belts.¹ /U/

-
1. Ltr, Comdr 305th Bomb Wg to All Commanders and Supervisory Personnel, subj: Accessory to Murder and Suicide, 7 Jul 61, Doc. 24; Interview by SSgt. John W. Horky, Wing Historian, with Maj. Robert N. Crain, Director of Safety, 23 Aug 61; AF-Y7 report, 31 Jul 61, on file Vehicle Registration Sec; Interview by SSgt. John W. Horky, Wing Historian, with TSgt. Billie P. Upton, office of Director of Safety, 11 Sep 61; George J. Hecht, "My Wife Was Saved by a Safety Belt," Parents' Magazine, Mar 61, reprint in Hist Sec files.

SUPPORTING DOCUMENTS

1. Monthly Progress Report, RCS: 2nd - U20, 305th Bomb Wg, 31 Jul 61.
2. Wing Commander's Monthly Activity Report, 305th Bomb Wg to Comdr 19th Air Div, 16 Aug 61.
3. Operational Readiness Report, AF-V14, with explanation, 5 Jul 61.
4. do 12 Jul 61.
5. do 19 Jul 61.
6. do 26 Jul 61.
7. 2-SAC-T12 Report, 305th Bomb Wg, 1 - 31 Jul 61, interpretation of card 1.
8. 2-SAC-T12 Report, 68th Air Refueling Squadron, 1 - 31 Jul 61, interpretation of card 1.
9. Ditto - card 2.
10. 305th Bomb Wing (B-58) (T-12) Commander's Remarks, 1 Jul - 31 Jul 61.
11. 68th Air Refueling Squadron (T-12) Commander's Remarks: 1 Jul - 31 Jul 61.
12. Wing Operations and Training Plan for July 1961, 305th Bomb Wg, 1 Jul 61.
13. Report of Aircraft/Missile Operational Data, RCS 1-AF-A1, 31 Jul 61.
14. Maintenance Production Summary (RCS: AF-D25), 31 Jul 61.
15. AFLC Weapon Systems Materiel Officer Report to SAAMA, 14 Jul 61.
16. Status of MCP Construction, RCS 2AF-21, 31 Jul 61.
17. Weekly Construction Contract Status Report as of 27 Jul 61.
18. Mobility Plan, 305th Bomb Wg, 15 Jul 61.
19. do , Amendment No. 1.

Supporting Documents (Cont'd.)

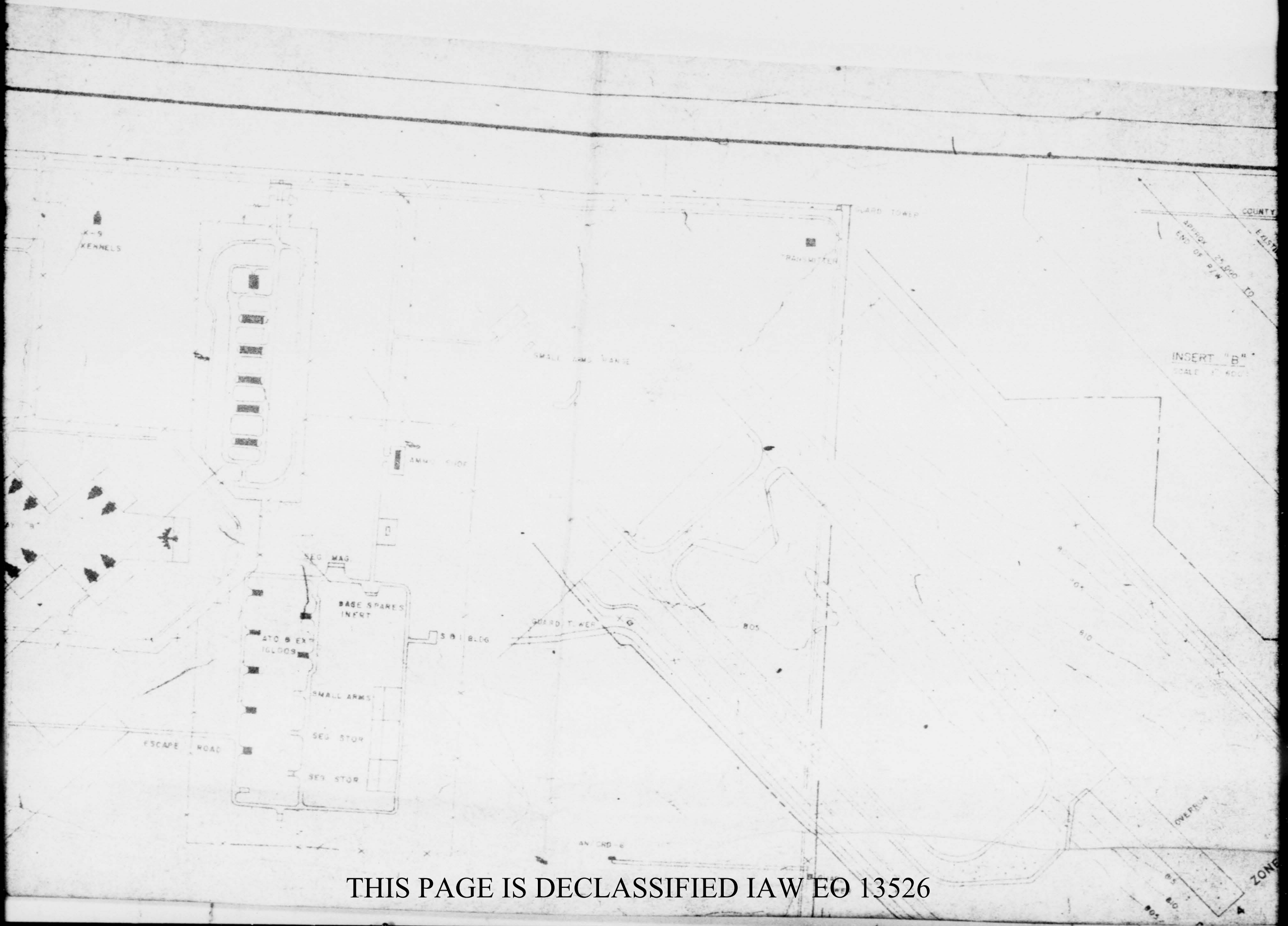
20. Monthly Analysis of SAC Management Control System Data.
21. Report, meeting of Foreign Object Damage Prevention Committee, 21 Jun 61.
22. Ltr, Comdr 19th Air Div to Comdr 305th Bomb Wg, et al, subj: "Money Tree," 13 Jul 61.
23. Ltr, Comdr 305th Bomb Wg to Comdr 19th Air Div, subj: Money Tree, 26 Jul 61.
24. Ltr, Comdr 305th Bomb Wg to All Commanders and Supervisory Personnel, subj: Accessory to Murder and Suicide, 7 Jul 61.
25. Ltr, Comdr 2nd AF to Comdr 305th Bomb Wg, subj: Investigation of Physical Conditioning Training, 9 Jun 61.
26. Ltr, DCO to Comdr 305th Bomb Wg, subj: Investigation of Physical Conditioning Training, 7 Jul 61.
27. Msg DODTH/^{2134,} 2nd AF to 19th Air Div, et al, 11 Jul 61.
28. Msg, DATED 2962, 2nd AF to SAC, et al, 26 Jul 61.
29. Msg, DN3A1 3855, 2nd AF to SAAMA, et al, 26 Jul 61.
30. Msg, DM4F1 4309, 2nd AF to 19th Air Div, et al, 10 Jul 61.
31. Msg DPCB 1133, 305th Bomb Wg to 2nd AF, 19 Jul 61.
32. Msg DP 7-5965, 2nd AF to 305th Bomb Wg, 28 Jul 61.
33. Msg DCM 7-10721, 305th Bomb Wg to AF Plant Rep, Convair, et al.
34. Msg SANETE 75931, AFPRO, General Dynamics, to 305th Bomb Wg, et al, 21 Jul 61.
35. Press release BUN-61-7-11, 305th Bomb Wg, 20 Jul 61.
36. Msg C 61-123, 305th Bomb Wg to 19th Air Div, 10 Jul 61.
37. Msg C-427, 19th Air Div to 305th Bomb Wg, 14 Jul 61.

Note: A roster of key personnel is contained in Document 1, p. 4.

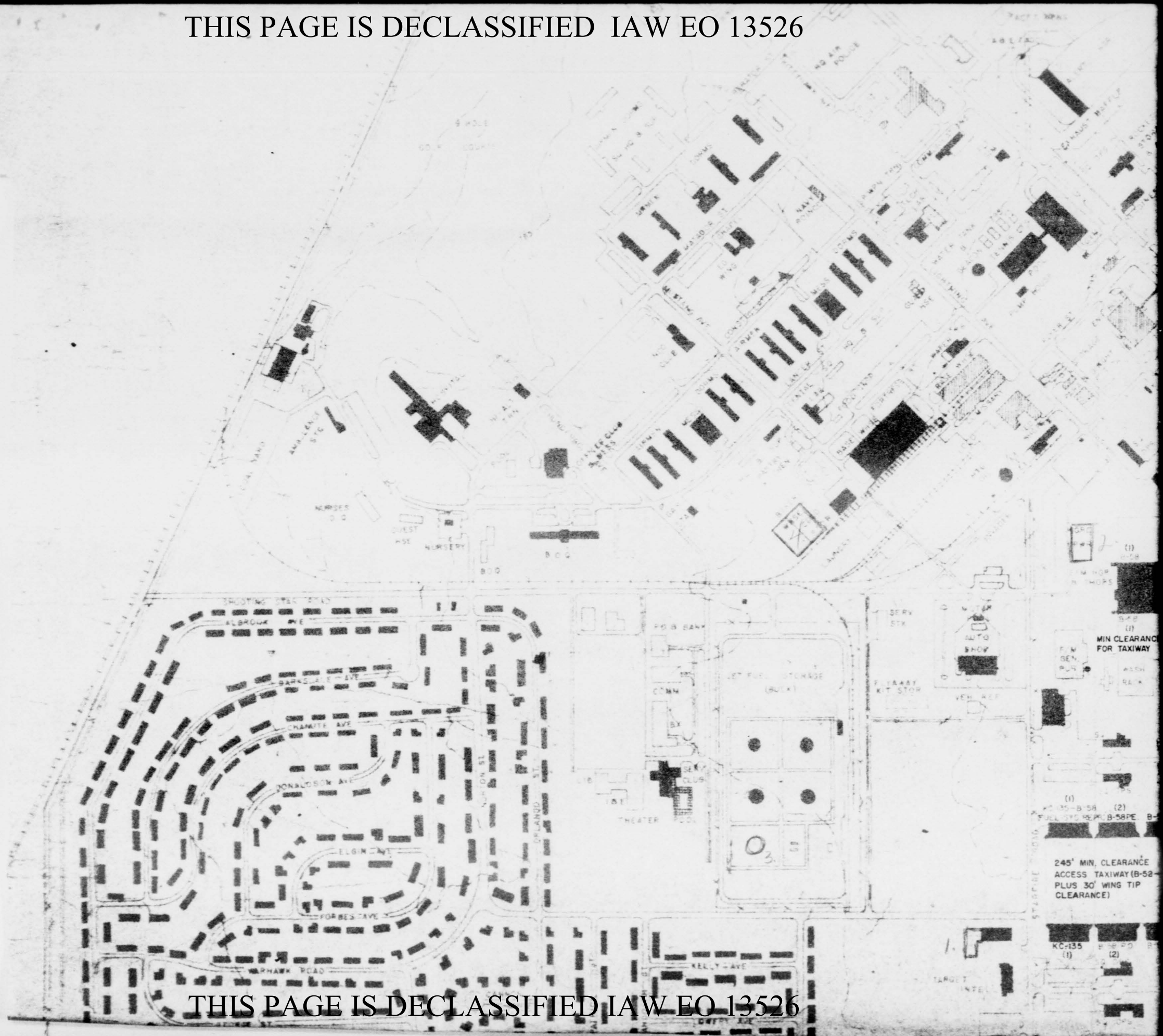
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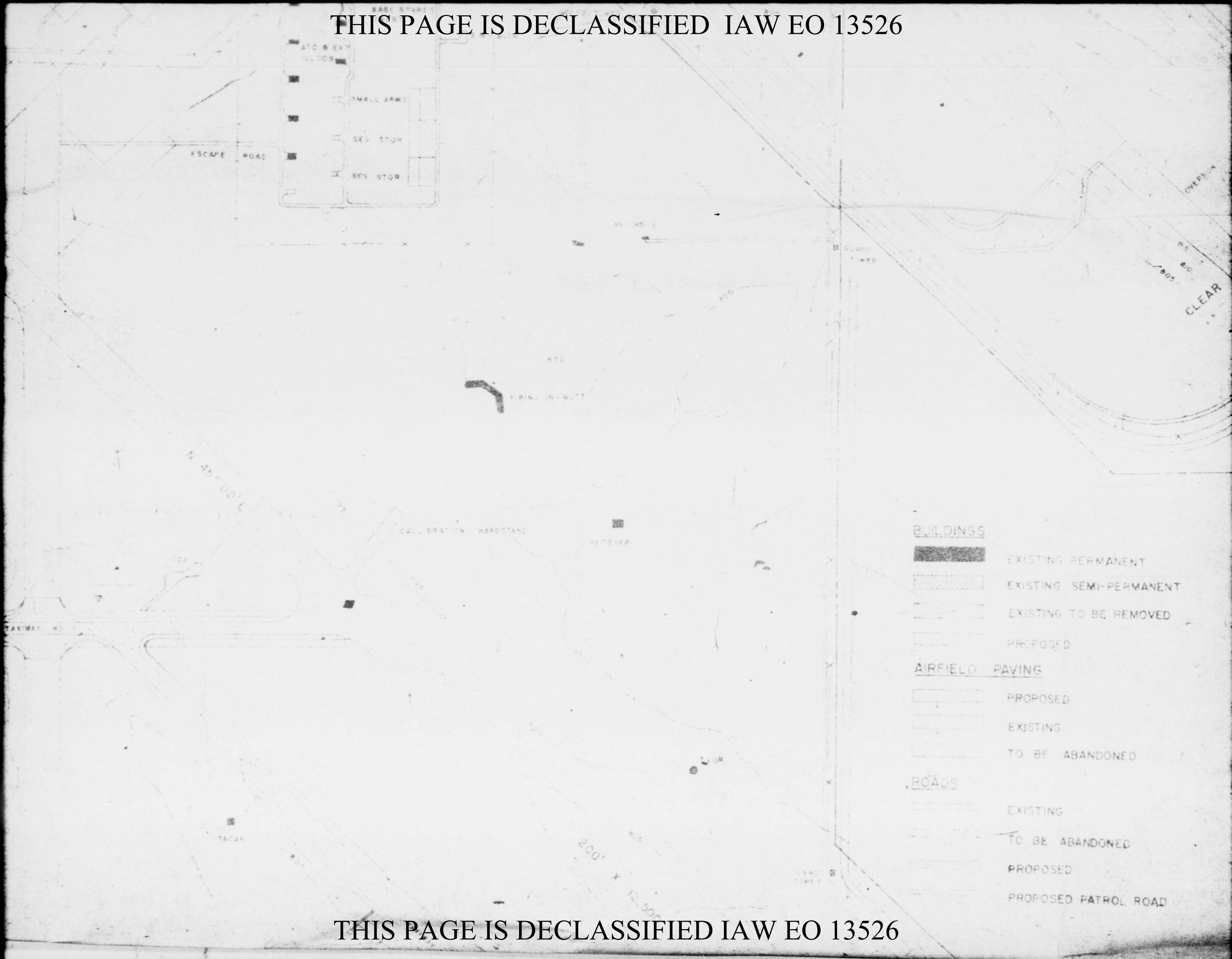
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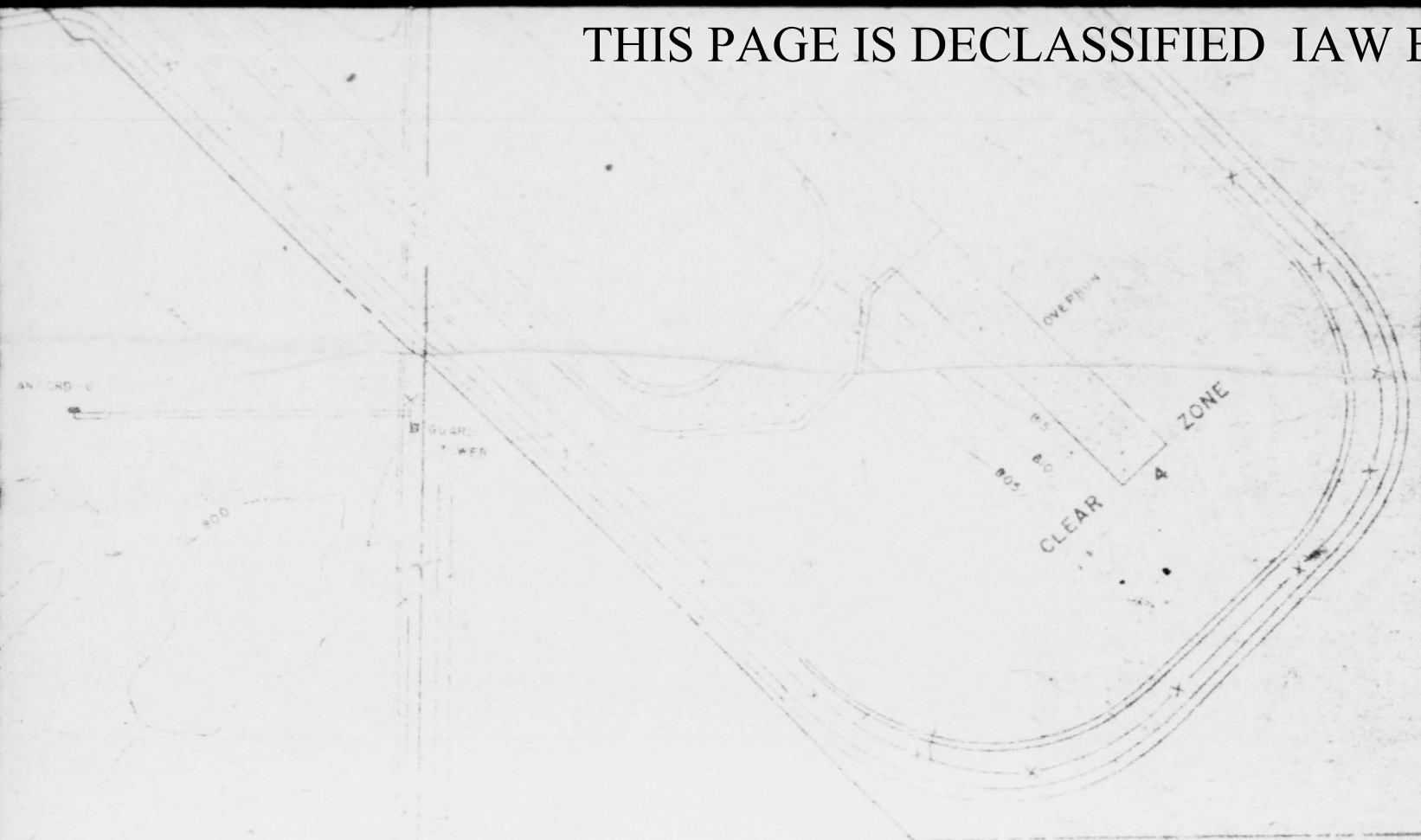
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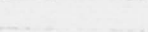
- BUILDINGS**
- EXISTING PERMANENT
 - EXISTING SEMI-PERMANENT
 - EXISTING TO BE REMOVED
 - PROPOSED
- AIRFIELD PAVING**
- PROPOSED
 - EXISTING
 - TO BE ABANDONED
- ROADS**
- EXISTING
 - TO BE ABANDONED
 - PROPOSED
 - PROPOSED PATROL ROAD




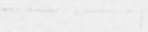
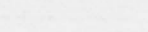
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12,500'



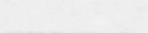
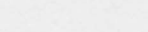
BUILDINGS

-  EXISTING PERMANENT
-  EXISTING SEMI-PERMANENT
-  EXISTING TO BE REMOVED
-  PROPOSED

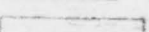

AIRFIELD PAVING

-  PROPOSED
-  EXISTING
-  TO BE ABANDONED



ROADS

-  EXISTING
-  TO BE ABANDONED
-  PROPOSED
-  PROPOSED PATROL ROAD


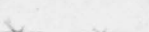
PARKING

-  EXISTING
-  PROPOSED


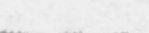
HYDRANT OUTLETS

-  EXISTING
-  PROPOSED

SECURITY FENCE

-  EXISTING
-  PROPOSED

RAIL ROADS

-  EXISTING
-  PROPOSED

BOUNDARIES

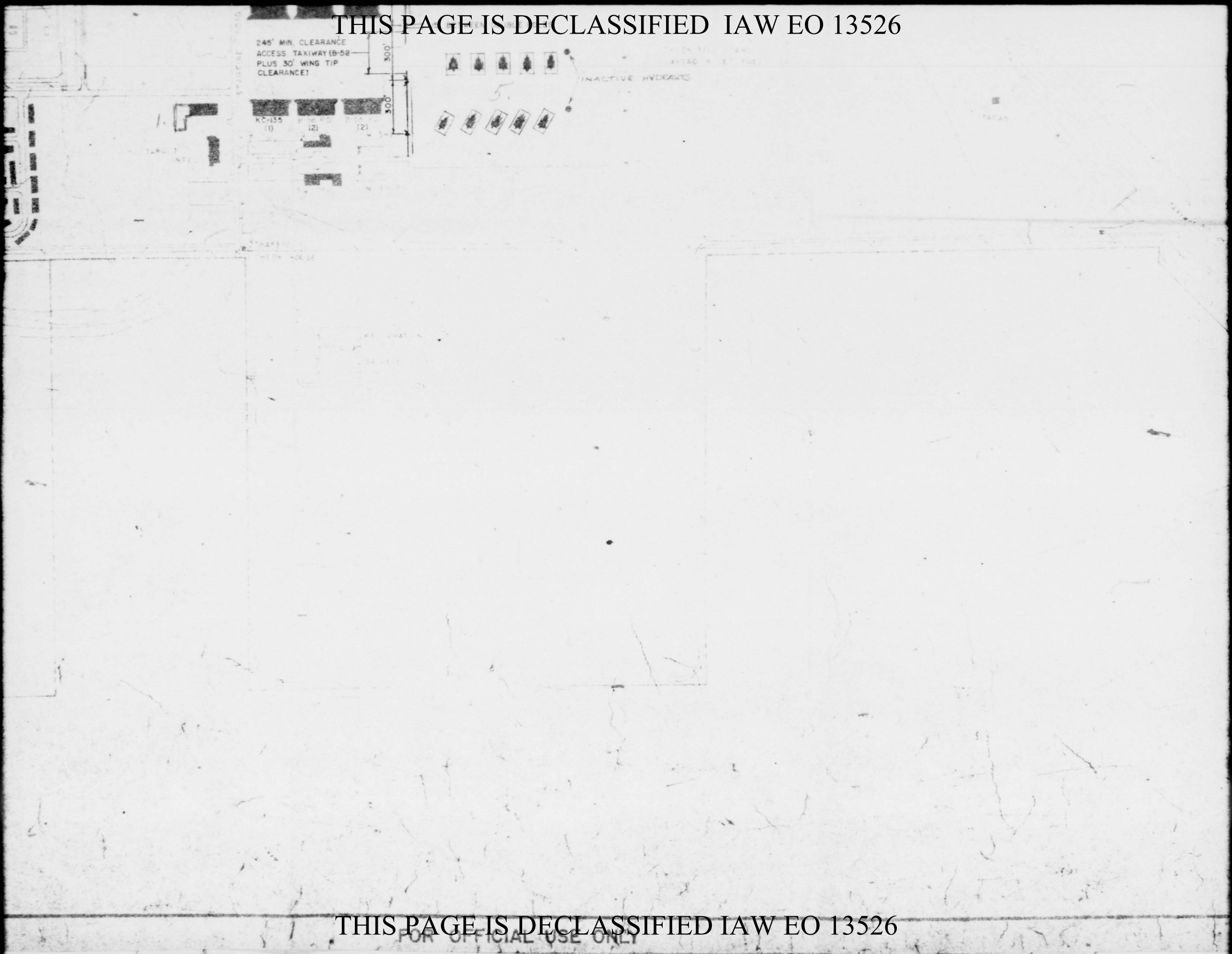
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245' MIN. CLEARANCE
ACCESS TAXIWAY (B-52
PLUS 30' WING TIP
CLEARANCE)

KC-135
(1) B-52 (2) B-52 (2)

INACTIVE HYDRANTS



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FOR OFFICIAL USE ONLY

ROADS

EXISTING
TO BE ABANDONED
PROPOSED
PROPOSED PATROL ROAD

RAIL ROADS

EXISTING
PROPOSED

BOUNDARIES

EXISTING
PROPOSED

APPROVED HEADQUARTERS S.A.C. DATE

APPROVED HEADQUARTERS 2ND A.F. DATE

APPROVED HEADQUARTERS BASE COMMANDER DATE

NO.	DESCRIPTION	INITIAL

DEPARTMENT OF THE AIR FORCE
ASST. CHIEF OF STAFF INSTALLATIONS WASHINGTON, D.C.

STRATEGIC AIR COMMAND
MASTER PLAN

END MISSION A/C PARKING

BUNKER HILL AIR FORCE BASE
BUNKER HILL, INDIANA

SCALE: 1" = 1 MILE DATE: 11 DAY 12 MO 60 YR

DRAWN BY: PLACH-W R

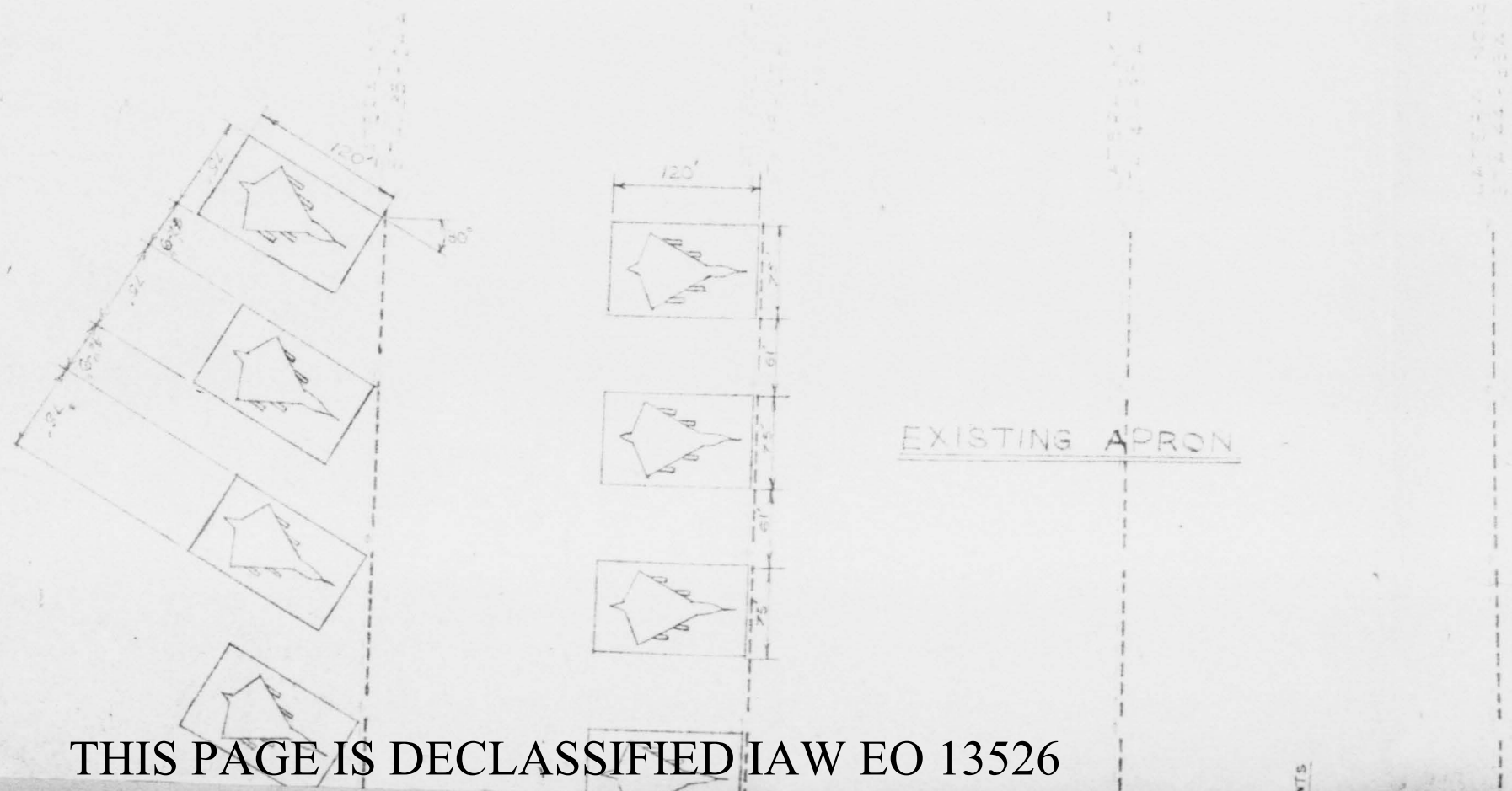
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TAB. NO. SHEET 1 OF 1

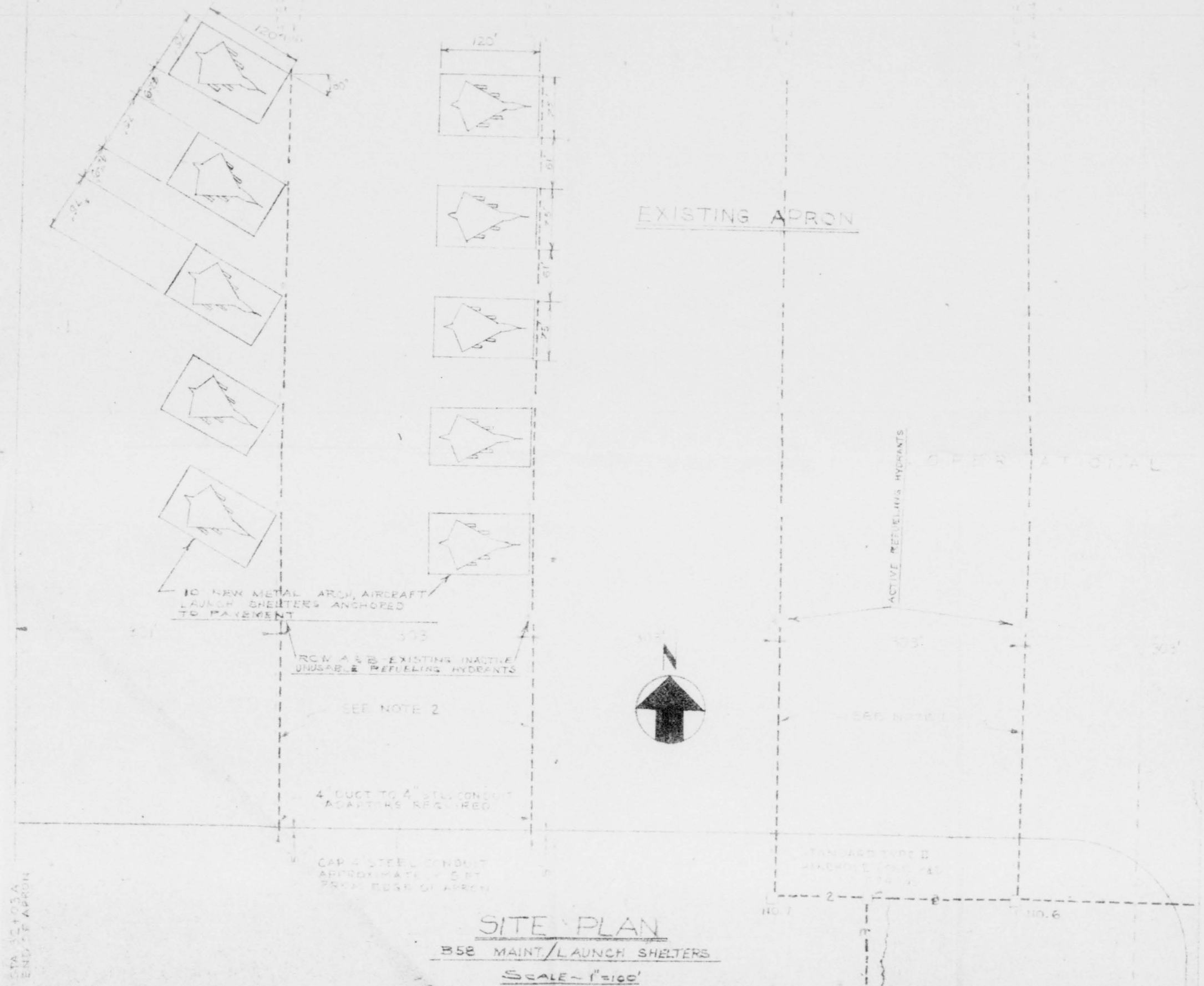
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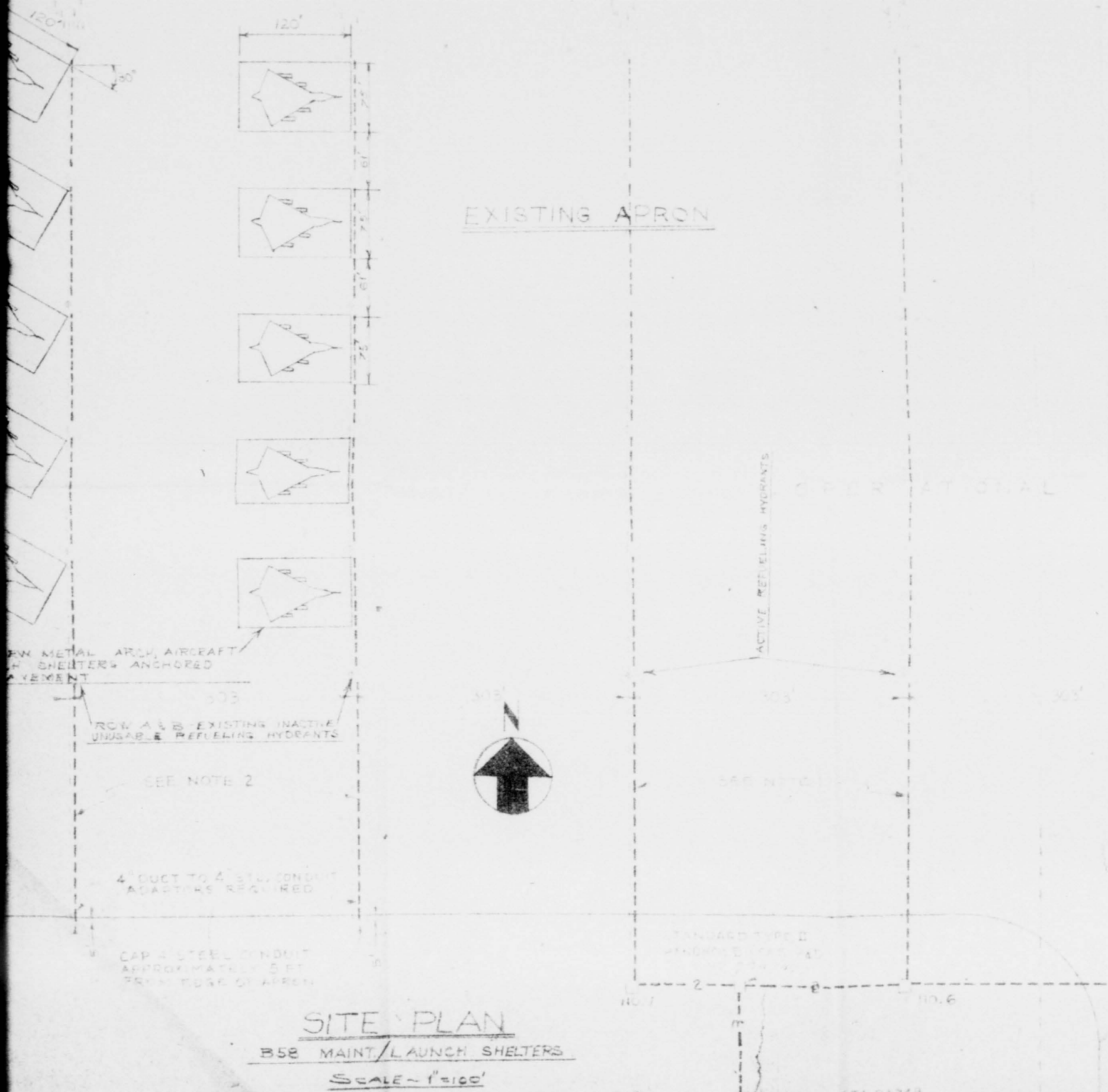




SITE PLAN
 B58 MAINT/LAUNCH SHELTERS
 SCALE - 1"=100'

STA 94303A
 END OF APRON

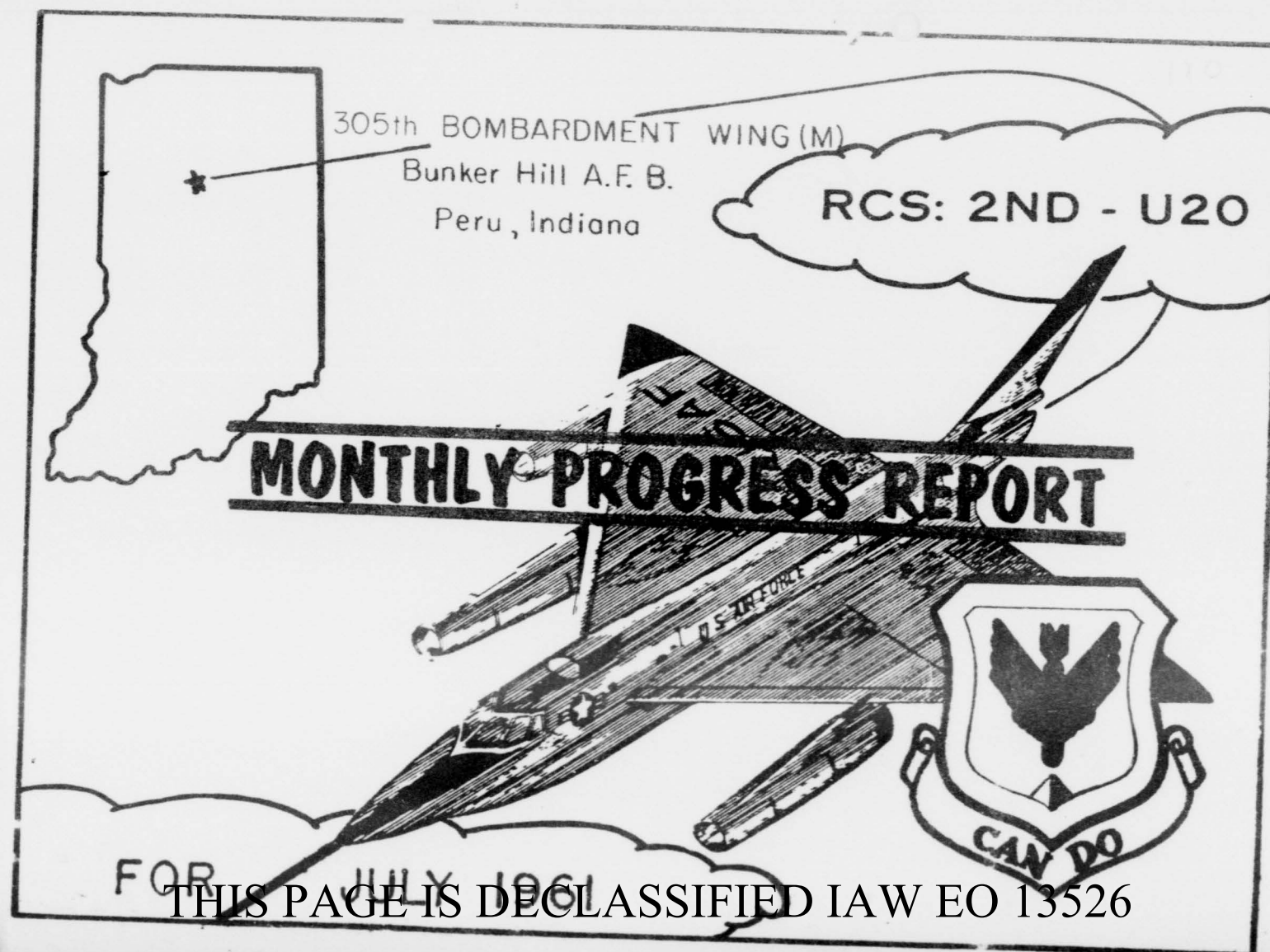
STA 94348
 OPERATING PUMP-HOUSE NO. 2



SITE PLAN
B58 MAINT/LAUNCH SHELTERS
SCALE - 1"=100'

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B-58 PRIMARY PROJECT OFFICERS AND THEIR ALTERNATES

<u>Organization</u>	<u>Primary Project Officer</u>	<u>Tele Ext</u>	<u>Alternate Project Officer</u>	<u>Tele Ext</u>
SAFE	Major Crain	2305	Capt Bird	2305
IXO	Major Kinzer	2622	None	None
BDCE	Lt Dziacko	3328	Major Goodwin	2110
SUCO	Colonel Turner	561	Capt Kiplin	586
BDCMA	Major Velders	2115	Major Lunde Capt Jones	2214 2800 or 438
DCO	Major Wilcox	3000	Lt Col Bartlett	3000
DCM	Major Stout	3224	Lt Col Parham Major Pollyea Lt Curtis	3015 2745 3404
DP	Lt Davis	412	Capt Kinsala	2904
DCR	Mr. Haas	506 or 2434	Lt Col Mitchell	506 or 2434
BDGO	Captain Schreffler	504 or 2408	None	None
BDCS	Lt Col Huffaker	3102	None	None

DISTRIBUTION

	<u>NR</u>	<u>CYS</u>		<u>NR</u>	<u>CYS</u>
<u>2AF</u>		10	<u>305th BW</u>		
			C	1	
<u>19th AD</u>			DCO	4	
C	1		DCM	10	
DO	1		DS	1	
DM	1		DAS	1	
DP	1		SAFE	1	
Executive Office (Attn: SMSgt Justice)	2		IXO	5	
			SUCO	1	
<u>43d BW</u>			DP	2	
C	5		DCR	1	
			364th Bomb Sq (C)	1	
Chief-Plans & Status			365th Bomb Sq (C)	1	
Manager of Product Support			366th Bomb Sq (C)	1	
Convair					
Fort Worth, Texas	3		<u>305th CSG</u>		
			C	1	
B-58 WSP0			BDCO	1	
WAAD			BDCE	3	
Wright-Patterson AFB, Ohio	6		BDCM	2	
			BDCS	1	
B-58 WSM(NBO)			BDAS	1	
Kelly AFB, Texas	2		BCRFB	1	
			DCMA	2	
			<u>319th FIS</u>		
			C	1	
			<u>1915th AACS</u>		
			C	1	
			<u>26th WEARON</u>		
			C	1	

Mr. Kelbert

KEY WING AND GROUP PERSONNEL

Colonel F. L. O'Brien, Wing Commander	Ext 3003 or 3004
Colonel W. M. Bowden, Wing Vice Commander	Ext 3003 or 3004
Colonel J. E. Gueydan, Wing Deputy Commander for Operations	Ext 3000
Colonel F. S. Allen, Jr., Wing Deputy Commander for Maintenance	Ext 3015
Major A. W. Stearley, Wing Director of Personnel	Ext 412
Lt Col W. E. Mitchell, Wing Director of Comptroller	Ext 2211 or 2817
Lt Col W. J. Carson, Wing Director of Supply	Ext 3235
Major R. N. Crain, Wing Director of Safety	Ext 2305
Major H. W. Manke, Wing Director of Administrative Services	Ext 2622
Major J. A. Kinzer, Wing Information Services Officer	Ext 2622
Colonel V. M. Crane, Base Commander	Ext 2308 or 2016
Lt Col J. McClelland, Base Vice Commander	Ext 2308 or 2016
Captain John M. Schreffler, Base Deputy Commander for Operations	Ext 504 or 2408
Lt Col K. E. Huffaker, Base Deputy Commander for Services	Ext 3103
Major Manford H. Lunde, Base Deputy Commander for Materiel	Ext 2214
Colonel E. W. Turner, Commander, 827th Medical Group	Ext 561
Major N. H. Goodwin, Base Deputy for Civil Engineering	Ext 2110
Major G. H. Godwin, Base Director of Administrative Services	Ext 518
Captain H. A. Curtin, Base Deputy Commander for Security/Law Enforcement	Ext 2117

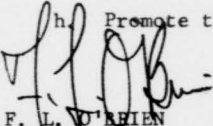
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COMMAND & STAFF SUMMARY ANALYSIS

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<p>Classification</p> <p>Unclassified</p>	<p>COMMAND AND STAFF SUMMARY ANALYSIS</p> <p>Reorganization 305th Bombardment Wing (H)</p>	<p>As of Date</p> <p><u>31 July 1961</u></p> <p>RCS: 2ND-U20</p>
<p>1. General Analysis:</p> <ul style="list-style-type: none"> a. Both training at Carswell and upgrading at Bunker Hill are slipping due to excessive aborts and ineffective sorties. If reliability is achieved by Feb 62, this slippage can be overcome by June 62. b. The Wing expended 33,000 maintenance man-hours in B-58 training. c. Problems concerning rewrite of 2AFR 200-5 (Preparation, Maintenance and Control of Domestic Target Folders) were resolved during conference at 2AF. d. Due to newly established additional training requirements, overall Maintenance Training slipped from a completion percentage of 49% in June to 32% in July. e. Maintenance Over-The Shoulder training at Carswell is approximately 100% complete. <p>2. Problem Areas:</p> <ul style="list-style-type: none"> a. Lack of TACAN equipped T-33's as replacement aircraft for use by Wing pilots not programmed for B-58 training plus instrument training for B-58 pilots. b. Refueling area(s) compatible for both 43d and 305th BW's are reported at 2AF ARTC branch for further action. c. AFLC Depot cancellations are decreasing due to efforts of LSM, 19AD and 43BW. d. Critical shortage of Maintenance Officers in AFSC's 3234B (Armament Systems-Bomber), 3275A (Nuclear Weapons Officer-Weapons) and 4344 (Aircraft Maintenance Officer). e. AFSC 922XOB (Aircrew Protection-Pressure Suit) personnel are authorized, but equipment they would normally use is not listed on the Wing UAL or TA's. Request to convert these personnel to 922XOA 		

<p>Classification</p> <p>Unclassified</p>	<p>COMMAND AND STAFF SUMMARY ANALYSIS</p> <p>Reorganization 305th Bombardment Wing (M)</p>	<p>As of Date</p> <p><u>31 July 1961</u></p> <p>RCS: 2ND-U20</p>
<p>(Aircrew Protection-General) was denied by 2AF. On 16 May, Manpower at 2AF advised that 922XOA's were programmed for training to 922XOB's. No information concerning quotas and starting dates has been received.</p> <p>f. The acute shortage of physicians in AFSC 9326 (Medical Officer-General) will affect our aerospace medicine program.</p> <p>g. An Unsatisfactory Report was submitted on the B-58 crew compartment water containers.</p> <p>h. Complaints have been received concerning the seats in the B-58. The seat cushions are too thin causing a great deal of crew discomfort on long flights.</p> <p>3. Recommended Action by Higher Headquarters:</p> <p>a. Request T-38 type aircraft be procured to more realistically support instrument training for B-58 pilots.</p> <p>b. Provide assistance necessary to obtain approval for air refueling area(s).</p> <p>c. Continue emphasis to familiarize AFLC agencies with the fact that B-58's are assigned to Bunker Hill AFB, and maximum effort should be taken to provide positive supply support on a timely basis.</p> <p>d. Manning actions continue until critical career fields, especially AFSC's 3234B, 3275A and 4344, reach SAC manning percentages.</p> <p>e. Request clarification of training for AFSC 922XO personnel and why 922XOB personnel are authorized if 922XOB equipment is not.</p>		

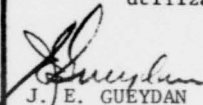
<p>Classification</p> <p>Unclassified</p>	<p>COMMAND AND STAFF SUMMARY ANALYSIS</p> <p>Reorganization 305th Bombardment Wing (M)</p>	<p>As of Date</p> <p><u>31 July 1961</u></p> <p>RCS: 2ND-U20</p>
<p>f. Provide enough Medical Officers so our vigorous Aerospace Medicine Program can be continued.</p> <p>g. Assist in having the deficiencies of the B-58 crew water containers corrected.</p> <p>h. Promote the installation of the B-58 ejection capsule to resolve the seat cushion problem.</p> <p> F. L. O'BRIEN Colonel, USAF Commander</p>		

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OPERATIONS SUMMARY

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Classification	SUMMARY ANALYSIS	As of Date
Unclassified	Reorganization 305th Bombardment Wing (M)	<u>31 July 1961</u>
		RCS: 2ND-U20
Deputy Commander for Operations		
<p>1. General Analysis:</p> <p>a. Both training at Carswell and upgrading at Bunker Hill are slipping because of excessive aborts and ineffective sorties. If reliability is achieved by Feb 1962, this slippage can be overcome by June 1962.</p> <p>b. Late delivery of July aircraft will reduce August sorties which are already deficient. The shortage will enable some crews to get only one flight in August, which is insufficient to retain proficiency. Delivery of one August aircraft early in August is expected to alleviate this problem. Adequate numbers of aircraft will not be available until November 1961.</p> <p>c. The problems concerning rewrite of 2AFR 200-5 (Preparation, Maintenance and Control of Domestic Target Folders) were resolved in conference at Second Air Force during week 17-21 July. In addition, 2AF message DITM 717, 17 Jul 61, waives any inconsistencies.</p> <p>d. Project 07 has been completed.</p> <p>2. Problem Areas:</p> <p>a. SAC message DOOP 41351, 22 May 61, authorizes retention of three B-47 aircraft until 15 December 1961. This will provide support to offset the three months slippage of ten 305th Bomb Wing pilots into B-58 training. 2AF message DOD 2260 dated 3 Jul 61, states that three additional T-33 aircraft will be assigned, one 15 July (already received), one 15 August and one 15 September. The above action should provide adequate support as far as number of aircraft assigned. More realistic instrument training for B-58 pilots is still essential and assignment of T-38 aircraft is recommended for this purpose.</p> <p>b. Contract for addition to Simulator Building to house second set of B-58 simulators has been let. Beneficial Occupancy is not expected until April 1962. This precludes installation of the Navigator simulator until that time.</p>		

<p>Classification</p> <p>Unclassified</p>	<p>SUMMARY ANALYSIS</p> <p>Reorganization 305th Bombardment Wing (M)</p>	<p>As of Date</p> <p><u>31 July 1961</u></p> <p>RCS: 2ND-U20</p>
<p style="text-align: center;">Deputy Commander for Operations Cont'd</p> <p>c. Refueling area(s) compatible for B-58/KC-135 refuelings for both 43d and 305th Bomb Wings are reported at Second Air Force ARTC Branch for further action.</p> <p>3. Recommended Action to Higher Headquarters:</p> <p>a. Request procurement of T-38 type aircraft to more realistically support instrument training for B-58 pilots.</p> <p>b. Render assistance required to obtain approval for air refueling area(s).</p> <p>c. Assist in obtaining approval for supersonic corridor from Minneapolis to Milwaukee to improve sortie utilization. (Reference Project 0-6.)</p> <p> J. E. GUEYDAN Colonel, USAF Deputy Commander for Operations</p>		

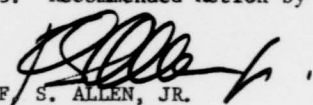
PROJECT STATUS AND PROGRESS REPORT				AS OF DATE	REPORTS CONTROL SYMBOL
DIRECTORATE			ORGANIZATION		
Deputy Commander for Operations			305 Bombardment Wing (M) (SAC)		
PROJECT NR	PROJECT NAME	CURRENT STATUS	ESTIMATED COMP DATE	REMARKS	
0-5	B-47 or T-33 Aircraft requirements	S	15 Sep 61	Retention of 3 B-47 aircraft to 15 December 61 and assignment of three additional T-33 aircraft, one in July, one in August and one in September, will provide required number of aircraft to support 10 pilots not scheduled for CCTS plus instrument training for B-58 pilots. T-33 type aircraft are requested to provide more realistic instrument training for B-58 pilots.	
0-6	Deficiencies in assigned B-58 aircraft during FY 61	U	Nov 61	Two July aircraft are being delivered in August, but delivery of 1 August aircraft early in the month is expected to alleviate the sortie shortage during that month.	
0-7	Domestic Target Folders	S	Completed	Problems pertaining to construction of Domestic Target Folders were resolved at 2AF conference during 17-21 July, plus 2AF message DITM 717, 17 Jul 61.	
0-10	B-58 Simulators	U	Apr 62	Contract for addition to Simulator Building has been let. Until completed, there will be no facility available to house the Navigator Simulator.	
0-11	High Altitude Refueling Area	U	Unknown	Area(s) request is at 2AF ARIC Branch. The use of letters of agreement with appropriate Air Traffic Control Centers is also being explored.	
0-12	Supersonic Corridors	U	Unknown	One additional high speed corridor from Minneapolis to Milwaukee has been requested. Early approval will greatly improve sortie effectiveness, thereby assisting in the critical upgrading program.	
0-13					

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MAINTENANCE SUMMARY

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<p>Classification</p> <p>Unclassified</p>	<p>SUMMARY ANALYSIS</p> <p>Reorganization 305th Bombardment Wing (M)</p>	<p>As of Date</p> <p><u>31 July 1961</u></p> <p>RCS: 2ND-U20</p>
<p style="text-align: center;">Deputy Commander for Maintenance</p> <p>1. General Analysis:</p> <p>a. During July the Wing expended approximately 33,000 maintenance man-hours in B-58 training (14,500 on base and 18,500 off base). Reference personnel portion of this report for maintenance training specifics. Airmen Over the Shoulder training is complete.</p> <p>b. Project M-16 completed. Project M-25 was resolved locally and is deleted. (majority of the items were received during July).</p> <p>2. Problem Areas: None</p> <p>3. Recommended Action by Higher Headquarters: None.</p> <p> F. S. ALLEN, JR. Colonel, USAF Wing Deputy Commander for Maintenance</p>		

PROJECT STATUS AND PROGRESS REPORT				AS OF DATE	REPORTS CONTROL SYMBOL
DIRECTORATE				31 July 1961	2ND-U20
Deputy Commander for Maintenance			ORGANIZATION		
			305 Bombardment Wing (M) (SAC)		
PROJECT NR	PROJECT NAME	CURRENT STATUS	ESTIMATED COMP DATE	REMARKS	
M-1	Training of Personnel	S-32%	1 Jun 62	Completion percentage of training dropped due to additional training requirements established for new, or for equipment with no previous training available.	
M-2	Aircraft Support Equipment	S	Unknown	Shipments arriving daily.	
M-3	Maintenance Support Equipment including all A&E test equipment	S-99%	31 Aug 61	Bunker Hill CALOP is completed on all equipment on hand; however, shop equipment for APN-135/136 and ARN-50 has not been received.	
M-5	Foreign Object Program	U	Continuous	Airfield pavement is not compatible for B-58 operation. It is rapidly deteriorating, creating a daily foreign object problem. Base submitted request for ramp overlay in the FY 63 MCP. 2AF has funded the purchase of equipment and materials for accomplishment of an interim airfield pavement patching project on a self help basis. Project has commenced.	
M-8	Maintenance Dock Support Equipment (MD-4 Power Unit Air Conditioners and Hydraulic Power Supply)	S-95%	1 Aug 61	Approved, funded and designed. Contract let, construction commenced.	
M-9	Test Cell	S-99%	31 Aug 61	We have engine run capability but no RPM indication due to inability to obtain frequency standard generator PN2121A.	
M-11	Technical Orders	S	Unknown	Technical manuals and publications for A&E are arriving daily. CMS and FMS have sufficient B-58 T.O.'s with which to operate.	

PROJECT STATUS AND PROGRESS REPORT				AS OF DATE	REPORTS CONTROL SYMBOL
DIRECTORATE				31 July 1961	2ND-U20
Deputy Commander for Maintenance			ORGANIZATION		
			305 Bombardment Wing (M) (SAC)		
PROJECT NR	PROJECT NAME	CURRENT STATUS	ESTIMATED COMP DATE	REMARKS	
M-12	A&E Building Requirements	S-99%	31 Aug 61	Project BUH 58-0 is complete except for installation of penthouse and hydraulic pump house doors. A request for exception to the existing criteria of building #427 has been submitted to higher headquarters requesting additional space for support of KC-135 Squadron, Base Flight, Transient Maintenance, analysis and training section, storage space for transient cases, adapter kits, and test equipment handling cases.	
M-14	Ready Bomb Pod Storage B-58	S-65%	15 Sep 61	Funded FY-60, Contract let, Construction has commenced.	
M-16	MOAMA depot maintenance for A&E ACE located at Bunker Hill AFB	S	Completed		
M-17	Aircraft Ready Shelters for Alert Aircraft	S	Unknown	Fifteen aircraft shelters are being procured for use as alert units and these shelters will be placed on receiving units UAL.	
M-18	Covered Maintenance	S	Unknown	First shelter to arrive this station on or about 1 Oct 61; remaining 24 to be delivered at a later date.	
M-19	Power Check Pad	U	Unknown	Not available for run-up. Will be necessary to tow from blast pad area that at present is unsatisfactory for both KC-135 and B-58 aircraft. Submitted to USAF in FY-63 MCP July 61.	
M-20	Power requirements for hangar #200 and KC-135 envelopes for hangar doors.	U	Oct 61	Project submitted to 2AF on 15 Feb 61 for inclusion in FY-62 O&M (Project under design).	

1. S - Satisfactory U - Unsatisfactory

2AF FORM 76 OCT 56

PROJECT STATUS AND PROGRESS REPORT				AS OF DATE	REPORTS CONTROL SYMBOL
DIRECTORATE			ORGANIZATION		
Deputy Commander for Maintenance			305 Bombardment Wing (M) (SAC)		
PROJECT NR	PROJECT NAME	CURRENT STATUS	ESTIMATED COMP DATE	REMARKS	
M-21	PME Laboratory	U	Unknown	Expedite action on PME Lab addition to bldg #427. Project submitted to 2AF in FY 62 O&M. The design of this project is nearly completed. PME Lab is required to facilitate repair and calibration of equipment other than B-58 AGE. Twelve maintenance personnel authorized to support the PME Lab (1 man per 200 units). At present 3,000 units are being maintained. The criteria of 200 units per man will increase the authorization to 15 maintenance personnel (324X0). No provision has been made for personnel to handle the production control function. A minimum of two 70250's and two 434X0's are required for this function. Hq SAC has taken action to justify authorization of production control personnel (see 2AF message DM 4, dated 10 Feb 61, Subj: Base Precision Measurement Lab).	
M-23	Access Roadway to Pod Storage Area	U	Unknown	The existing roads in the IIS area are 2" asphalt overlay on soil cement. These roads are deteriorating as the soil cement crumbles and cracks. In addition the 18 foot road width will require delicate maneuvering of the five 90 degree curves between the storage area and flight line, as combined trainer and tow vehicle length is nearly 70 feet. Approximately 600 feet of the existing road is not resurfaced and the old concrete is in very poor condition. An O&M project for a new access road from the	

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MATERIEL SUMMARY

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Classification	SUMMARY ANALYSIS	As of Date
Unclassified	Reorganization 305th Bombardment Wing (M)	<u>31 July 1961</u>
		RCS: 2ND-U20
Deputy Commander for Materiel		
<p>1. General Analysis:</p> <p>a. Continuing effort by all agencies represented at the AGE subcommittee meetings is improving the CME shortage problem, however, several items of equipment essential for support of presently assigned aircraft have estimated delivery dates as far as 15 months hence.</p> <p>b. The on-hand-percentage of spares layin is steadily increasing. This is attributed to the vigorous follow-up actions taken by SAAMA representatives with the Inventory Managers. A listing of all shortages as of 20 June were forwarded to 19th Air Division and SAAMA for continued action.</p> <p>c. Project S-6 has been completed.</p> <p>2. Problem Areas:</p> <p>a. A large transport aircraft, not restricted by low cross wind landing conditions or icing weather, is required for deployment of maintenance personnel and equipment needed to retrieve B-58's landing away from their home station. This transport is mandatory when the POD Dolly is needed to drop the pod for aircraft system maintenance away from Bunker Hill or Carswell AFB.</p> <p>b. The number of depot cancellation actions is decreasing due to the efforts of the LSM, 19th AD, and 43rd BW personnel in informing the Inventory Managers of the gravity of the B-58 support problem.</p> <p>3. Recommended Action by Higher Headquarters:</p> <p>a. Assignment of jet cargo aircraft for use in logistical support and deployment of maintenance personnel and equipment for retrieving B-58's landing away from Bunker Hill or Carswell AFB.</p>		

<p>Classification</p> <p>Unclassified</p>	<p>SUMMARY ANALYSIS</p> <p>Reorganization 305th Bombardment Wing (M)</p>	<p>As of Date</p> <p><u>31 July 1961</u></p> <p>RCS: 2ND-U20</p>
<p style="text-align: center;">Deputy Commander for Materiel Cont'd</p> <p>b. Request continued emphasis to familiarize AFLC agencies with the fact that B-58 aircraft are assigned to Bunker Hill AFB, and that in view of pipeline time on layin of spares and equipment, extraordinary effort should be exerted to provide positive supply support on a timely basis.</p> <p><i>Manford H. Lunde</i> MANFORD H. LUNDE Major, USAF Deputy Commander for Materiel</p>		

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CIVIL ENGINEERING SUMMARY

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Classification	SUMMARY ANALYSIS	As of Date																								
Unclassified	Reorganization 305th Bombardment Wing (M)	<u>31 July 1961</u> RCS: 2ND-U20																								
Deputy Commander for Civil Engineering																										
1. General Analysis:																										
a. The approved FY-61 MCP has several items that will affect B-58 conversion. The projects included in this program are:																										
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		RCS: 2ND-U20

Deputy Commander for Civil Engineering Cent'd

2. Problem Areas:

- a. Project funding and approval - O&M project approved in Conversion to B-58 aircraft:
 - (1) Duplicate precision approach weather facility. Project has been approved by 2AF for the FY-62 O&M Program with a priority number 14.
- b. Repair of parking apron - Project has been submitted in FY-63 MCP for complete new overlay to relieve FOD problems. This has been approved by Headquarters SAC and carries a priority number 132 in the SAC FY-63 MCP. 2AF has approved funds for the purchase of equipment and materials for accomplishment of an interim pavement patching project on a self help basis, which is now underway.
- c. Narrow Gauge and Center Line runway lighting. Work commenced on 25 July. This project is being accomplished by the contractor from 0500 to 1400 daily. Runway operations are deferred until 1400 daily.
- d. Aircraft Shelters for the B-58's parked on the alert apron were programmed in the FY-62 MCP but not approved by Dept of Defense. The project was resubmitted in the FY-63 program and approved by SAC Headquarters with a priority number 9 in the SAC FY-63 MCP.

3. Recommended Action by Higher Headquarters:

- a. Full support be given to the FY-63 MCP projects for the Parking Apron Overlay and A/C Shelters.

Norris H. Goodwin
 NORRIS H. GOODWIN
 Major, USAF
 Deputy Commander for Civil Engineering

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PERSONNEL SUMMARY

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Classification	SUMMARY ANALYSIS	As of Date																																	
Unclassified	Reorganization 305th Bombardment Wing (M)	31 July 1961 RCS: 2ND-U20																																	
Director of Personnel																																			
1. General Analysis:																																			
a. Overall Maintenance Training progressing satisfactorily and approximately 32% complete. The considerable decrease in the completion percentage of maintenance training compared to last month is due to the following newly established additional training requirements:																																			
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b. B-58 CCT is not progressing satisfactorily. Reference Operations portion of this report (paragraph 1a) for additional information. As of 31 July, the following training has been accomplished:																																			

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Director of Personnel Cont'd		
<p>(1) Pilot: 1 in lead-in training at Perrin. 8 enrolled in CCT at Carswell. 12 have completed CCT. 2 have been eliminated from B-58 flying program.</p> <p>(2) Navigator: 1 in lead-in training at Mather. 11 in CCT, Carswell (3 of these asgd against pilots from 43rd BW). 14 completed CCT.</p>		
<p><u>AFSC</u></p> 4316 4344 4355	<p style="text-align: center;"><u>PROJECT AUTH</u></p> 5 17 5	<p style="text-align: center;"><u>PROJECTED ASGD</u></p> 5 13 5
<p>c. Following is current status of ATC and SAC directed training courses by 217C FTD:</p>		
<p style="text-align: center;"><u>COURSE NUMBER AND TITLE</u></p> 30170-79 Communication Systems 30170-80 Comm Systems AGE 30171-115 Navigation Systems 30171-61 Nav Systems AGE 32370E-4 Fire Control System AGE 46270-21 Weapons Systems	<p style="text-align: center;"><u>CAPABILITY</u></p> Full capability currently Full capability currently Project full capability o/a 1 Sep 61 Project full capability o/a 1 Nov 61 Full capability Full capability	

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Director of Personnel Cont'd																																									
<p>(3) DSO's: DSO's are assigned from outside 305th resources. See problem area sub-paragraph 2g.</p> <p>c. Maint Cadre arriving on schedule; 110 Cadre personnel (about 80% total) present for duty.</p> <p>d. Maintenance Over the Shoulder training at Carswell 100% complete.</p> <p>2. Problem Areas:</p> <p>a. Following are airman specialties within B-58 maintenance and direct support that are less than 90 percent manned on a projected basis.</p> <table border="1"> <thead> <tr> <th><u>AFSC</u></th> <th><u>PROJECT AUTH</u></th> <th><u>PROJECTED ASGD</u></th> </tr> </thead> <tbody> <tr> <td>301X1</td> <td>57</td> <td>43</td> </tr> <tr> <td>301X3B/73</td> <td>43</td> <td>35</td> </tr> <tr> <td>321XOG</td> <td>130</td> <td>94</td> </tr> <tr> <td>323XOE</td> <td>42</td> <td>35</td> </tr> <tr> <td>422X1</td> <td>30</td> <td>24</td> </tr> <tr> <td>922XOA</td> <td>1</td> <td>26</td> </tr> <tr> <td>922XOB</td> <td>41</td> <td>4</td> </tr> </tbody> </table> <p>b. Maintenance officer manning is reaching a critical stage in view of requirements generated in Wing conversion to B-58 aircraft. Recap is as follows:</p> <table border="1"> <thead> <tr> <th><u>AFSC</u></th> <th><u>PROJECT AUTH</u></th> <th><u>PROJECTED ASGD</u></th> </tr> </thead> <tbody> <tr> <td>3216</td> <td>4</td> <td>6</td> </tr> <tr> <td>3234B</td> <td>7</td> <td>4</td> </tr> <tr> <td>3275A</td> <td>3</td> <td>2</td> </tr> <tr> <td>3275B</td> <td>1</td> <td>1</td> </tr> </tbody> </table>			<u>AFSC</u>	<u>PROJECT AUTH</u>	<u>PROJECTED ASGD</u>	301X1	57	43	301X3B/73	43	35	321XOG	130	94	323XOE	42	35	422X1	30	24	922XOA	1	26	922XOB	41	4	<u>AFSC</u>	<u>PROJECT AUTH</u>	<u>PROJECTED ASGD</u>	3216	4	6	3234B	7	4	3275A	3	2	3275B	1	1
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<p style="text-align: center;">Director of Personnel Cont'd</p> <p>e. A training capability of approximately 90% is projected for AGE operator and maintenance training, utilizing FTD, CTSP, contractors, and ATC resident school resources. AFR 50-9 Special Training Requirements have been initiated for those AGE items where no capability is projected, and were forwarded to 43rd BW and 19th AD on 28 July 1961 for coordination.</p> <p>f. This headquarters has requested that 922XOB UMD authorizations be converted to 922XOA authorizations. This request was denied by 2AF.</p> <p>(1) We have received word from Manpower at 2AF that 305th Personnel have been programmed for a course of training for 922XOB AFSC, however we have not received further information concerning quotas or class starting dates.</p> <p>(2) Characteristic equipment with which B suffix personnel would normally be concerned is not listed on UAL or TA's for the 305th Bomb Wing.</p> <p>g. Through class 61-9 DSO's were assigned to B-58 training from home stations. Since class 61-9 several DSO's have been assigned direct to 305th from previous PCS station without instructions for entry date into Mather and/or Carswell. Without instructions on date to send such individuals to respective B-58 classes the possibility exists of overloading a given DSO class.</p> <p>h. Maintenance personnel increases in AFSC's 431X1C and 432X0 are required to support the 3 additional T-33 aircraft assigned for support of B-58 program.</p> <p>3. Recommended Action by Higher Headquarters:</p> <p>a. Request that manning actions continue until critical fields reach SAC manning percentages.</p> <p>b. Request clarification of training for AFSC 922X0 personnel, and why suffix B personnel are authorized if B equipment is not.</p>		

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		RCS: 2ND-U20
Director of Personnel Cont'd		
c. Request controlling agency furnish Carswell and Bunker Hill with confirmed listings of class entry dates of all DSO's beginning with class 61-9.		
<i>Arthur W. Stearley</i> ARTHUR W. STEARLEY Major, USAF Director of Personnel		

PROJECT STATUS AND PROGRESS REPORT			AS OF DATE	REPORTS CONTROL SYMBOL
DIRECTORATE			31 July 1961	2ND-U20
Director of Personnel			ORGANIZATION	
			305 Bomb We (M) (SAC)	
PROJECT NR	PROJECT NAME	CURRENT STATUS	ESTIMATED COMP DATE	REMARKS
P-2	301X0 Manning	S-100%		
P-3	421X2 Manning	U-94%		See Problem Area-Summary Analysis.
P-4	421X3 Manning	U-97%		See Problem Area-Summary Analysis.
P-5	422X1 Manning	U-80%		See Problem Area-Summary Analysis
P-6	423X3 Manning	S-100%		
P-8	Maintenance Training	S-33%		See Problem Area-Summary Analysis
P-9	Crew Training	U	Unknown	See General Analysis
P-12	431X1E Manning	U-91%		SAC Average 100%
P-13	432X0 Manning	U-91%		SAC Average 106%
P-14	531X0 Manning	S-100%		
P-15	462X0 Manning	S-100%		
P-16	922X0A/B Manning	U	Unknown	See Problem Area-Summary Analysis
P-17	422X0 Manning	U-97%		SAC Average 105%
P-18	003X0 Manning	S-100%		
P-19	301X1 Manning	U-75%		See Problem Area-Summary Analysis
P-20	301X3B/73 Manning	U-81%		See Problem Area-Summary Analysis
P-21	321X0G Manning	U-72%		See Problem Area-Summary Analysis

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SURGEON SUMMARY

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<p>Classification Unclassified</p>	<p>SUMMARY ANALYSIS Reorganization 305th Bombardment Wing (M)</p>	<p>As of Date <u>31 July 1961</u> RCS: 2ND-U20</p>
<p style="text-align: center;">Surgeon</p> <p>1. General Analysis:</p> <p>a. We have a scheduled in-put of one Flight Medical Officer, AFSC 9356, in September and one in November. No general medical officers, AFSC 9326, have been scheduled as yet.</p> <p>2. Problem Areas:</p> <p>a. An unsatisfactory report has been submitted on the crew compartment water containers of the B-58.</p> <p>b. There is still an acute shortage of physicians assigned to the 827th Medical Group.</p> <p>c. Complaints have been received concerning the seats in the B-58. The seat cushions are too thin resulting in a great deal of crew discomfort on long flights.</p> <p>3. Recommended Action by Higher Headquarters:</p> <p>a. Provide adequate professional staffing in AFSC 9326.</p> <p>b. Assist in having the deficiencies of the B-58 crew water containers corrected.</p> <p>c. Promote the installation of the B-58 ejection capsule as soon as possible to resolve the seat cushion problem.</p> <p><i>Erwin W. Turner</i> ERWIN W. TURNER Colonel, USAF, MC Director of Base Medical Service</p>		

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C

16 AUG 1961

Wing Commander's Monthly Activity Report

19 Air Div (C)

1. The monthly Activity Report for July follows as requested in your letter of 20 December 1960.

a. A copy of the SAC Management Control System Data for July is attached.

b. Roster of Officers as of 31 July is attached.

c. Incident Report for July is attached.

d. Roster of Known Officer and Airman Gain and Losses as of 31 July is attached.

e. B-58's 60-1112, 60-1116 and 60-1114 have arrived. Total B-58's on station as of this date is ten.

f. Two KC-135 Aircraft were returned from OCAMA in July after being repaired for cracked fuel boost flange.

g. We no longer have a problem in nitrogen service carts. Six of the 14 authorized carts are on the station. Additional carts are scheduled to arrive as our aircraft inventory increases.

h. All items in the KC-135 maintenance area of the SAC MACS were scored at 100 per cent for July, with the exception of deviation from takeoff time. Three late takeoffs in July resulted in the Wing obtaining only 44 per cent of score in this item. The late takeoffs were the result of a starter failure, frozen water injection pump and a water injection switch failure. A UR was submitted on the starter. UR's are being submitted for the injection pump and the injection switch.

i. Only two solar units remain to be modified under project "Weak Back".

j. The lack of B-58 Aircraft spares configured for installation on our aircraft is causing difficulty in supporting the maintenance effort. Many of the items laid in at this station, as a result of the experience gained at Carswell, are of the wrong configuration and are useless in application to our aircraft. The depot inventory managers inform us that many items are not yet on procurement or not due in from the manufacturer for some time. The volume of the emergency conditions requiring tracer action is increasing and with assignment of an increasing number of B-58 Aircraft this situation may cause a regression in the supply effectiveness areas scored in the MCS report.

k. Connected with the nonavailability of B-58 Aircraft spares is the problem of telephone toll money. We anticipate that approximately \$1,000 per month will be needed for telephone toll cost placed for supply priority purchases during the next 5 or 6 months. This amount of money is not currently allocated in the ABA. We are going to have to have more money for telephone cost, which will alleviate some AACP's, or have a high AACP rate.

l. The ABA for procurement of LP operating supplies is approximately 40 per cent below the amount requested. Action is being taken to request an increase in this area in our first revision. However, based on past years experience, no decision will be reached on first revision requests until approximately January 1962. Meanwhile, the reduction in the ABA coupled with restriction on quarterly fund distribution will require heavy local reprogramming between financial plan codes to support the supply demand during the B-58 buildup.

F. L. O'BRIEN
Colonel, USAF
Commander

4 Atch
1. SAC MCS Data
2. Officers' Roster
3. Incident Report
4. Roster of Officer and
Airmen Gains and Losses

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3

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1347

JOINT MESSAGEFORM				SECURITY CLASSIFICATION SECRET	
SPACE BELOW RESERVED FOR COMMUNICATION CENTER					
PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBO	ORIG. OR REFERS TO
ACTION	PRIORITY	BOOK	MULTI	SINGLE	CLASSIFICATION OF REFERENCE
INFO	PRIORITY				AF X
FROM:				SPECIAL INSTRUCTIONS	
305BOMBWG BUNKER HILL AFB IND					
TO:					
SAC OFFUTT AFB NEBR					
2AF BARKSDALE AFB LA					
INFO: 19AIRDIV CARSWELL AFB TEX					
SECRET FROM 305DCOTR <u>61-121</u> . DAYLIGHT. OPERATIONAL READINESS REPORT, AF-V14 AS OF 1200 HOURS 5 JUL 61 (U). ACTION SAC FOR STO.					
305BM/BUNKER HILL/B58A/5/2/2/5/1/1					
68AR/BUNKER HILL/KC135A/19/19/19/36/34/26					
SCP 4					
SYMBOL		SIGNATURE		DATE	
305DCOTR		J. E. GUEYDAN		6 0900	
TYPED NAME AND TITLE (Signature, if required)		TYPED (or stamped) NAME AND TITLE		MONTH	
CHARLES A ROBERTSON, CAPT, USAF, CH R&A		Colonel, USAF		JUL	
PHONE	2447	PAGE NR.	1	NR. OF PAGES	1
SECURITY CLASSIFICATION		DCO		YEAR	
SECRET				1961	
DD FORM 173 1 MAY 55					

SECRET

Explanation of
OPERATIONAL READINESS REPORT
305th Bomb Wing

For 5 July 1961

Type-model-series of aircraft	B-58A
Number of aircraft possessed	5
Number of aircraft operationally ready	2
Number of aircraft operationally forecast (within eight hours)	2
Number of aircrews formed	5
Number of aircrews operationally ready	1
Number of aircrews operationally ready and available	1
C-Rating	
(C-1 Fully operationally ready, C-2 Operationally ready, C-3 Marginally operationally ready, C-4 Not operationally ready.)	

(Authority: AFR 55-83)

SECRET

SECRET

Explanation of
OPERATIONAL READINESS REPORT
68th Air Refueling Squadron

For 5 July 1961

Type-model-series of aircraft	KC-135A	4
Number of aircraft possessed	19	
Number of aircraft operationally ready	19	
Number of aircraft operationally forecast (within eight hours)	19	
Number of aircrews formed	36	
Number of aircrews operationally ready	34	
Number of aircrews operationally ready and available	26	
C-Rating		
(C-1 Fully operationally ready, C-2 Operationally ready, C-3 Marginally operationally ready, C-4 Not operationally ready.)		

(Authority: AFR 55-83)

SECRET

JOINT MESSAGEFORM				SECURITY CLASSIFICATION	
SECRET					
SPACE BELOW RESERVED FOR COMMUNICATION CENTER					
PRECEDENCE		TYPE MEG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO
ACTION	PRIORITY	BOOK	MULTI	SINGLE	
INFO	PRIORITY				AF X
FROM:					SPECIAL INSTRUCTIONS
305BOMBWG BUNKER HILL AFB IND					
TO:					
SAC OFFUTT AFB NEBR					
2AF BARKSDALE AFB LA					
INFO: 19AIRDIV CARSWELL AFB TEX					
SECRET FROM 305DCOCTR <u>61-111</u> . DAYLIGHT. OPERATIONAL READINESS REPORT, AF-V14 AS OF 1200 HOURS 12 JUL 61 (U). ACTION SAC FOR SFO.					
305AM/BUNKER HILL/B58A/5/0/0/5/1/1					
68AR/BUNKER HILL/KC135A/19/1A/1A/36/34/25					
				DATE	TIME
				13	0900
				MONTH	YEAR
				JUL	1961
SYMBOL			SIGNATURE		
305DCOCTR			TYPED (or stamped) NAME AND TITLE		
TYPED NAME AND TITLE (Signature, if required)			J. S. GUYDAN		
CHARLES A ROBERTSON, CAPT, USAF, CH BAA			Colonel, USAF		
PHONE NR. 2348			DCO		
PAGE NR. 1					
NR. OF PAGES 1					
SECURITY CLASSIFICATION					
SECRET					

SECRET

Explanation of
OPERATIONAL READINESS REPORT
305th Bomb Wing

For 12 July 1961

Type-model-series of aircraft	B-58A
Number of aircraft possessed	5
Number of aircraft operationally ready	0
Number of aircraft operationally forecast (within eight hours)	0
Number of aircrews formed	5
Number of aircrews operationally ready	1
Number of aircrews operationally ready and available	1
C-Rating	
(C-1 Fully operationally ready, C-2 Operationally ready, C-3 Marginally operationally ready, C-4 Not operationally ready.)	

(Authority: AFR 55-83)

SECRET

SECRET

Explanation of
OPERATIONAL READINESS REPORT
68th Air Refueling Squadron

For 12 July 1961

Type-model-series of aircraft	KC-135A
Number of aircraft possessed	19
Number of aircraft operationally ready	14
Number of aircraft operationally forecast (within eight hours)	14
Number of aircrews formed	36
Number of aircrews operationally ready	34
Number of aircrews operationally ready and available	25
C-Rating	
(C-1 Fully operationally ready, C-2 Operationally ready, C-3 Marginally operationally ready, C-4 Not operationally ready.)	

(Authority: AFR 55-83)

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JOINT MESSAGEFORM		SECURITY CLASSIFICATION		SECRET	
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PRECEDENCE	TYPE MEG (Check)		ACCOUNTING	ORIG. OR REFERS TO	CLASSIFICATION
ACTION	PRIORITY	BOOK	EYMEOL		OF REFERENCE
INFO	PRIORITY	MULTI	AP	X	
FROM:	305BOMBWG BUNKER HILL AFB IND			SPECIAL INSTRUCTIONS	
TO:	<p>SAC OFFUTT AFB NEBR</p> <p>2AF BARKSDALE AFB LA</p> <p>INFO: 19AIRDIV CARSWELL AFB TEX</p> <p>SECRET FROM 305DCOVR <u>61-131</u>. DAYLIGHT. OPERATIONAL READINESS</p> <p>REPORT, AF-V14 AS OF 1200 19 JUL 61 (U). ACTION SAC FOR STO.</p> <p>305BM/BUNKER HILL/358A/5/1/1/5/1/1</p> <p>68AR/BUNKER HILL/KC135A/20/17/17/36/34/31</p> <p>SCP 4</p>				
			DATE	TIME	
			20	0900	
			MONTH	YEAR	
			JUL	1961	
SYMEOL		SIGNATURE			
TYPED NAME AND TITLE (Signature, if required)		TYPED (or stamped) NAME AND TITLE			
305DCOVR CHARLES A ROBERTSON, CAPT, USAF, CH BAA PHONE 2447 PAGE 1 NR. OF PAGES 1 SECURITY CLASSIFICATION		J. E. GUYDAN Colonel, USAF 150			
SECRET					

SECRET

Explanation of
OPERATIONAL READINESS REPORT
305th Bomb Wing

For 19 July 1961

Type-model-series of aircraft	B-58A
Number of aircraft possessed	5
Number of aircraft operationally ready	1
Number of aircraft operationally forecast (within eight hours)	1
Number of aircrews formed	5
Number of aircrews operationally ready	1
Number of aircrews operationally ready and available	1
C-Rating	
(C-1 Fully operationally ready, C-2 Operationally ready, C-3 Marginally operationally ready, C-4 Not operationally ready.)	

(Authority: AFR 55-83)

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SECRET

Explanation of
OPERATIONAL READINESS REPORT
68th Air Refueling Squadron

For 19 July 1961

Type-model-series of aircraft	KC-135A
Number of aircraft possessed	20
Number of aircraft operationally ready	17
Number of aircraft operationally forecast (within eight hours)	17
Number of aircrews formed	36
Number of aircrews operationally ready	34
Number of aircrews operationally ready and available	31
C-Rating	
(C-1 Fully operationally ready, C-2 Operationally ready, C-3 Marginally operationally ready, C-4 Not operationally ready.)	

(Authority: AFR 55-83)

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JOINT MESSAGEFORM				SECURITY CLASSIFICATION	
				SECRET	
SPACE BELOW RESERVED FOR COMMUNICATION CENTER					
PRECEDENCE		TYPE MEG (Check)		ACCOUNTING	ORIG. OR REFERS TO
ACTION	PRIORITY	BOOK	MULTI	SYMBOL	CLASSIFICATION OF REFERENCE
INFO	PRIORITY		SINGLE	AF	X
FROM:					SPECIAL INSTRUCTIONS
305BOMBWG BUNKER HILL AFB IND					
TO:					
SAC OFFUTT AFB NEBR					
2AF BARKSDALE AFB LA					
INFO: 19AIRDIV CARSWELL AFB TEX					
SECRET FROM 305DCOTR <u>61-135</u> . DAYLIGHT. OPERATIONAL READINESS REPORT, AF-V14 AS OF 1200 26 JUL 60 (U). ACTION SAC FOR STO.					
305BM/BUNKER HILL/B58A/5/0/0/5/1/1/C-4					
68AR/BUNKER HILL/KC135A/19/18/19/36/34/31/C-1					
305BM: ESTIMATED DATE TO C-1 JUN 62 DUE TO B58 CONVERSION PROGRAM.					
1111 - #4 FIRE DETECTOR LITE BLINKS INTERMITTENTLY, #5 SPIKE REMOVED, ETIC 1600 27 JUL 61.					
1113 - DOPPLER RIPPLE FILTER INOPERATIVE, HEADING ROCK REMOVED, ETIC INDEFINITE.					
2461 - RADOME REMOVED, ETIC INDEFINITE.					
1110 - RADOME REMOVED, ETIC INDEFINITE.					
2460 - B/N PACKAGE REMOVED, ETIC INDEFINITE.					
SYMBOL		SIGNATURE		DATE	TIME
305DCOTR		TYPED (or stamped) NAME AND TITLE		27	0930
TYPED NAME AND TITLE (Signature, if required)		J. E. GUEYDAN		MONTH	YEAR
CHARLES A ROBERTSON, CAPT, USAF, CH R&A		Colonel, USAF		JUL	1961
PHONE	2447	PAGE NR.	1		
SECURITY CLASSIFICATION		NR. OF PAGES	2		
SECRET					
DD FORM 1 MAY 58 173					

JOINT MESSAGEFORM - CONTINUATION SHEET		SECURITY CLASSIFICATION	SECRET
FROM: 305BOMBWG BUNKER HILL AFB IHD			
<p>68AR :</p> <p>1464 - LEFT LANDING GEAR BRACKETT TO TRUNNION SUPPORT GAP CRACKED, EPIC 1400 26 JUL 61.</p> <p>SCP 4</p>			
SYMBOL	PAGE NR	NR OF PAGES	SECURITY CLASSIFICATION
305DCOTR	2	2	SECRET
DD FORM 1 MAY 55 173-1			INITIALS

SECRET

Explanation of
OPERATIONAL READINESS REPORT
305th Bomb Wing

For 26 July 1961

Type-model-series of aircraft	B-58A
Number of aircraft possessed	5
Number of aircraft operationally ready	0
Number of aircraft operationally forecast (within eight hours)	0
Number of aircrews formed	5
Number of aircrews operationally ready	1
Number of aircrews operationally ready and available	1
C-Rating	C-4
(C-1 Fully operationally ready, C-2 Operationally ready, C-3 Marginally operationally ready, C-4 Not operationally ready.)	

(Authority: AFR 55-83)

SECRET

Explanation of
OPERATIONAL READINESS REPORT
68th Air Refueling Squadron

SECRET

For 26 July 1961

Type-model-series of aircraft	KC-135A
Number of aircraft possessed	19
Number of aircraft operationally ready	18
Number of aircraft operationally forecast (within eight hours)	19
Number of aircrews formed	36
Number of aircrews operationally ready	34
Number of aircrews operationally ready and available	31
C-Rating	C-1
(C-1 Fully operationally ready, C-2 Operationally ready, C-3 Marginally operationally ready, C-4 Not operationally ready.)	

(Authority: AFR 55-83)

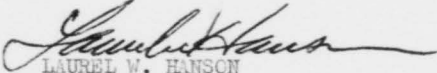
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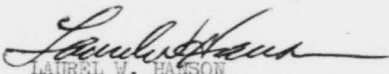
TITLE SUBJECT/ACTIVITY		PAGE NO.	NO. OF PAGES
2-SAC-T12 REPORT		1	1
BASE	ORGANIZATION	DATE(S)	
Bunker Hill AFB, Peru, Ind.	305th Bomb Wing	1 - 31 Jul 61	
Card # 1			
General Info			
		Col.	
		A	
Line Nr.			
7-9	Combat ready crews assigned.....	2	
10-12	Average combat ready crews assigned.....	1	
13-14	Non combat ready crews assigned.....	3	
15-16	Non combat ready crews available.....	3	
17-18	Average non combat ready crews available.....	3	
19-22	Flying time cumulative).....	80	
23-25	Sorties (cumulative).....	17	
26-29	Combat ready crew flying time (cumulative).....	4	
30-32	Combat ready crew sorties (cumulative).....	1	
33-35	Non combat ready flying time (cumulative).....	19	
68-70	Air refuelings scheduled.....	9	
71-73	Air refuelings effective.....	5	
74-75	Tanker aborts.....	0	
76-78	Receiver aborts.....	4	
I certify that the above information has been extracted from the			
2-SAC-T12 EAM cards for the1-31 Jul 61.....period.			
 LAUREL W. HANSON Capt, USAF			

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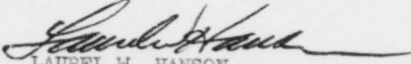
TITLE/SUBJECT/ACTIVITY		PAGE NO.	NO. OF PAGES
2-SAC-T12 REPORT		1	1
BASE	ORGANIZATION	DATE(S)	
Bunker Hill AFB, Peru, Ind.	68th Air Refueling Sq	1 - 31 Jul 61	
Card # 1			
General Info			
			Col. A
Line Nr.			
7-9 Combat ready crews assigned.....			34
10-12 Average combat ready crews assigned.....			34
13-14 Non combat ready crews assigned.....			2
15-16 Non combat ready crews available.....			0
17-18 Average non combat ready crews available.....			0
19-22 Flying time (cumulative).....			669
23-25 Sorties (cumulative).....			106
26-29 Combat ready crew flying time (cumulative).....			669
30-32 Combat ready crew sorties (cumulative).....			106
33-35 Non combat ready flying time (cumulative).....			0
68-70 Air refuelings scheduled.....			154
71-73 Air refuelings effective.....			122
74-75 Tanker aborts.....			2
76-78 Receiver aborts.....			30
I certify that the above information has been extracted from the			
2-SAC-T12 EAM cards for the ..1..31 Jul 61.....period.			
 LAUREL W. HANSON Capt, USAF			

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TITLE/SUBJECT/ACTIVITY		PAGE NO.	NO. OF PAGES
		1	1
BASE	ORGANIZATION	DATE(S)	
Bunker Hill AFB, Peru, Ind	68th Air Refueling Sq	1 - 31 Jul 61	
Card # 2			
Unit Reliability			
		Col. A	
Card Nr.			
7-9	Night celestial navigation attempted.....		20
10-12	Number reliable.....		20
13-15	Night celestial grid attempted.....		19
16-18	Number reliable.....		19
19-21	Day celestial grid attempted.....		40
22-24	Number reliable.....		40
25-27	Integrated system attempted.....		28
28-30	Number reliable.....		28
31-33	Radar precision navigation leg attempted.....		
34-36	Number reliable.....		
37-39	Radar training navigation attempted.....		
40-42	Number reliable.....		
43-45	Low level navigation legs attempted.....		
46-48	Number reliable.....		
49-51	Local defense runs attempted.....		
52-54	Number reliable.....		
55-57	RSR attempted.....		
58-60	Number reliable.....		
61-63	Rendezvous attempted.....		
64-66	Number reliable.....		
67-69	Cruise control attempted.....		92
70-72	Number reliable.....		90
<p>I certify that the above information has been extracted from the 2-SAC-T12 EAM cards for the 1-31 Jul 61.....period.</p>			
 LAUREL W. HANSON Capt, USAF			

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305th Bomb Wing (B-58) (T-12) Commander's Remarks: 1 Jul thru 31 Jul 61

1. Waiver of Training Requirements:

a. SACR 50-8 requirements and SMCS for 305BW are waived in accordance with SAC (SECRET) DOT 2574, dated 12 Oct 60.

2. Delinquent Combat-Ready Crews: NA.

3. Compensatory Time Off for Alert Crews: NA.

4. Crew Data:

a. Crew 05 formed as Ro5, 31 Jul 61.

b. NA.

c. Crew Projection:

<u>Month</u>	<u>CR Asg</u>	<u>NCR Asg</u>	<u>NCR Avail</u>
Aug	6	4	4
Sep	8	6	6
Oct	10	6	6
Nov	14	6	6

d. Spare Crewmembers: Pilot - 0 Navigator - 2 DSO - 2

5. Crewmember Upgrading Progress: See SAC Form 677 attached.

6. Unreliable RBS Runs:

a. 77,100.

b. 18 Jul.

c. DIA Fixed Max Speed.

d. 5X (Laccetti).

e. Little Rock F.

f. (1) No aim point error.

(2) A&E could not determine any Bomb Nav difficulties.

7. Unreliable Nike Runs:

a. 6070.

b. 11 Jul.

c. AIA Fixed Max Speed.

d. ROL.

e. St. Louis P.

f. (1) Run degraded somewhat by using AIA.

(2) Direct aiming used when offset would have been better.

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305th Bomb Wing (B-58) (T-12) Commander's Remarks (Cont) 1 Jul thru 31 Jul 61

8. Navigation CE:
- a. Integrated Stellar True: None Attempted.
 - b. Integrated Stellar Transverse: 5.0.
 - c. Integrated Systems Nav Leg: 2.2.
- (NOTE: Other type Nav Legs do not apply to B-58)
9. Unreliable Navigation Legs: NA.
10. Unreliable Local Defense Runs:
- | | |
|--|--|
| a. OXO | a. 9XE |
| b. 5 Jul | b. 11 Jul |
| c. 5X (Kopotic) | c. R01 |
| d. Matagorda | d. Little Rock |
| e. T-2 malfunction.
Programmer relay stuck. | e. T-2 turned on upon receiving
lockon, but received late
jamming score. |
- a. OXO
- b. 18 Jul
- c. 5X (McCarthy)
- d. Little Rock
- e. T-2 inop. crystal burned out
in MOD- RCVR.
11. Unreliable Radar Simulator Runs: NA.
12. Fuel Transferred: NA.
13. Low Level Time: 5:00 Hrs.
14. Fire Control Systems Reliability:
- a. 2
 - b. 1
 - c. 62.5%
 - d. 2
 - e. 0
 - f. 0
15. GAM 72/77 Information: NA.
16. Wing Commander's Remarks:
- a. Estimated date on which the unit's combat-ready crews assigned will equal the total authorized number of UE aircraft is June 1962.
 - b. Estimated number of instructor pilot sorties required and available to attain the above. N/A. Since the B-58 aircraft does not permit inflight instructions, instructor status will be determined through the allocation of T-28 to flight crew proficiency sorties and no additional sorties will be required.
- 2.

CONFIDENTIAL

305th Bomb Wing (B-58) (T-12) Commander's Remarks (Cont) 1 Jul thru 31 Jul 61

c. Estimated number of sorties required and available to attain the above. Required 1010. Available - 1060. (Based on SACR 51-19 completion at CCTS; 4.5 sorties per month per available aircraft, with no slippage and no loss of aircraft due to modification; four sorties per crew required to complete SACR 50-43 requirements, less Low Level training).

d. NCR crews available:	<u>CREW</u>	<u>DATE FORMED</u>	<u>CR DATE</u>
	NO2	8 JUN	31 AUG
	NO3	8 JUN	31 AUG
	NO4	13 JUL	31 AUG

e. Number of instructor qualified individuals by crew position other than staff:

Pilot	2	Navigator	1	DSO	2
-------	---	-----------	---	-----	---

f. Staff instructor qualified individuals by crew position:

Pilot	0	Navigator	1	DSO	1
-------	---	-----------	---	-----	---

g. Delivery date of aircraft received during month of report and estimated date of first training flight for each aircraft: NA.

h. Navigation aids - ILS is operational. RAPCON is programmed for commissioning in September 1961, however, present and programmed manning will not provide complete RAPCON facilities, only a fixed radar installation. A letter has been dispatched through channels requesting manning assistance for AACCS at Bunker Hill AFB.

i. Synthetic trainers: The first Pilot and DSO simulators are on base and are installed. They became operational in July 1961. The first navigator simulator is scheduled for delivery in December 1961. Operational date is unknown since there is no known date upon which to base an estimate. Completion of modification to present Simulator Building is expected by April 1962 and Navigator simulator cannot be installed until that time.

j. Quality of crews received from Carswell: Satisfactory.

(1) A marked slippage (approximately 2 months) in crew upgrading has occurred since the last report due to: (a) Crews being graduated from Carswell CCTS prior to completion of scheduled flight training. This schedule called for completion of at least 51-19 with substantial 50-43 accomplishments also. This would have permitted upgrading in four sorties at Bunker Hill less low level. Only one of the last five crews even finished 51-19 and approximately 8 sorties per crew are now required to upgrade to CR instead of the planned four. With emphasis being given CR crews, Staff Crews will be delayed even longer. (b) Inadequate stock levels of parts at Bunker Hill have greatly complicated the maintenance problem and have led to many aborts and ineffective sorties.

k. Operations Staff Manning. Due to transfers, applications for training and one death, the operations staff is presently short seven officers. Six additional losses are projected in the immediate future. There is one known input. These shortages include three Command Post Controller spaces, which require mandatory manning. The above shortages do not include the five spaces to be authorized in the Alert Facility which, with one man available, will be a total shortage of 16 officers. Due to limited B-58 training quotas, it is planned that two Squadron Commander spaces, two Squadron Operations Officer spaces and two Squadron Navigator spaces will be filled as additional duty assignments for approximately twelve months. This will be necessary in order to meet the planned combat readiness date.

l. Control Room. The Control Room is presently fully manned, however, one controller will be lost in early August and a possible two additional losses in six to eight months. It is planned that one complete B-58 crew rather than three pilots will be assigned as controllers. This will reduce the training spaces required and will reduce the Staff sortie requirement for maintaining proficiency.

3.

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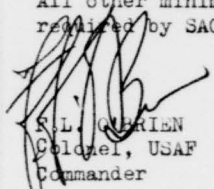
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305th Bomb Wing (B-58) (T-12) Commanders Remarks (Cont) 1 Jul thru 31 Jul 61

m. Alert facilities. Present alert facilities are adequate until the wing becomes combat ready. Programs are being submitted for additional facilities. These will require only furniture, "fast ride" vehicles, maintenance trailers and minimum construction of concrete pads for maintenance trailers.

n. Runway construction. Narrow Gauge Centerline Lighting is presently being installed. Construction is confined to mornings, with operational flying during afternoon and nights. The mission is being accomplished under this restriction, but requires assistance from higher headquarters as pertains to ordered missions and block takeoffs for tankers.

o. Combat ready crew minimum monthly training. R-01 was scheduled for only one crew aining mission due to the crew administering standardization checks for crew upgrading and establishing the 305th Bomb Wing standardization section for B-58 crews. The pilot was scheduled for 4 TB-58 missions while checking out an instructor pilot. The one scheduled navigation leg was not accomplished due to doppler and astro lock malfunctions. All other minimum items were accomplished. R-05 did not accomplish any of the minimums required by SAC Msg DOT 05823 as the crew was formed on 31 July.


R.L. GUERIEN
Colonel, USAF
Commander

1 Atch
SAC Form 677 (Confidential)

CONFIDENTIAL

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(When Filled In) This form is classified because information is entered relative to the capability of the unit.

CREW MEMBER UPGRADING PROGRESS				UNIT				PERIOD OF REPORT		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL								
				305TH BOMBARDMENT WING				JULY 1961		1	1	2 - SAC - T12								
1 CREW NUMBER (If assigned)	2 CREW POSITION	3 NAME OF CREW MEMBER (Last Name and Initials only)	COMBAT CREW TRAINING DATA					OFF-BASE TRNG REQUIRED							UNIT TRAINING ACCOMPLISHED					21 REMARKS: (Note: Comments concerning quality of CCTS Graduate Training will be listed on a separate attached sheet and will be specific as to individual crews or crew members, exact deficiencies and recommendations)
			4 LOCATION (If complete)	5 DATE COMPLETED (Mo and Year)	6 ACADEMIC ONLY	7 SORTIES	8 HOURS	9 BRSOLO COMPLETE	10 SURVIVAL	11 NUCLEAR	12 PHYSICAL LOGICAL	13 SIMULATOR (If applicable)	14 OO GUNNERY (If applicable)	15 DATE REPORTED TO UNIT (Mo and Year)	16-19 FLYING TRAINING				20 FORECAST COMBAT READY DATE (Day and Month)	
															16 PRIOR TO THIS REPORT		17 DURING REPORTING MONTH			
NO2	P	ROBERTSON, H. B.	CR	MAY 61		11	53:05	Y						MAY 61	3	11:55	2	9:25	31 AUG	
NO3	P	TREVISANI, J. J.	CR	MAY 61		10	56:45	Y						MAY 61	4	14:40	5	25:25	31 AUG	
NO4	P	FLOOK, H.	CR	JUL 61		10	46:35	Y						JUL 61	-	-	-	-	31 AUG	
NO2	N	SCHULT, G. G.	CR	MAY 61		8	49:10	Y						MAY 61	3	11:55	2	9:25	31 AUG	
NO3	N	SILVA, B. A.	CR	MAY 61		8	48:40	Y						MAY 61	4	14:40	2	9:35	31 AUG	
NO4	N	BROOME, L.	CR	JUL 61		8	38:40	Y						JUL 61	-	-	-	-	31 AUG	
NO2	DSO	CAPPEL, J. J.	CR	MAY 61		11	60:25	Y				X		MAY 61	3	11:55	2	9:25	31 AUG	
NO3	DSO	CORYAT, J. S.	CR	MAY 61		9	54:15	Y				X		MAY 61	4	14:40	2	9:35	31 AUG	
NO4	DSO	LEONARD,	CR	JUL 61		10	46:50	Y				X		JUL 61	-	-	-	-	31 AUG	

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68th Air Refueling Squadron (T-12) Commander's Remarks: 1 Jul 61 thru 31 Jul 61

1. Waiver of Training Requirements:

a. The 68AREFS is presently in a 2AF Training Period.

2. Delinquent Combat-Ready Crews: NA.

3. Compensatory Time Off for Alert Crews:

a. 7 days. b. NA. c. NA. d. NA. e. NA.

4. Crew Data:

a. NA.

b. NA.

c. Crew Projection:

<u>Month</u>	<u>CR Asg</u>	<u>NCR Asg</u>	<u>NCR Avail</u>
Aug	34	1	0
Sep	34	1	0
Oct	34	0	0
Nov	34	0	0

d. Spare Crewmembers: A/C - 1 C/P - 4 N - 5

5. Crewmember Upgrading Progress: NA.

6. Unreliable RBS Runs: NA.

7. Navigation CE: a. 9.8NM. b. 9.5NM. c. 9.1NM. d. 3.8NM. e. NA. f. NA.

8. Unreliable Nike Runs: NA.

9. Unreliable Navigation: NA.

10. Unreliable Local Defense Runs: NA.

11. Unreliable Radar Simulator Runs: NA.

12. Gallons of Fuel: 552,923

13. Low Level Flying Time: NA.

14. Fire Control Systems Reliability: NA.

15. GAM 72/77 Information: NA.

16. Comments and Recommendations of Unit Commander:

a. Request immediate authorization for the 68th AREFS to defuel aircraft by use of the defueling engine driven pumps on pits. This operation is now being conducted on a test basis by the 34th AREFS. Request checklist and operating procedures for this operation. This request is desired due to multiple B-58 cancelled refuelings, loss of aircraft utilization, and training mission effectiveness. This will also prevent excessive fuel dumpage.

b. Request that CCTS refueling credit be granted the 68th AREFS when boom time so warrants with the 305th BW B-58 aircraft. The 305th is still undergoing 50-43 training and for proficiency sake boom time is important. With the tight scheduling of 68th tankers it is imperative that this flexibility be granted.

CONFIDENTIAL

68th Air Refueling Squadron (T-12) Commander's Remarks (Cont) 1 Jul thru 31 Jul 61

15. Wing Commander's Remarks: None.

Raymond J. Bryan
RAYMOND J. BRYAN
Lt Colonel, USAF
Commander

2.

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HEADQUARTERS
305 BOMBARDMENT WING (M)
United States Air Force
Bunker Hill Air Force Base
Peru, Indiana

REPLY TO

ATTN OF: DCOGA

1 July 1961

SUBJECT: Wing Operations and Training Plan for July 1961

TO: See Distribution

1. Wing Operations and Training Plan for the month of July was prepared in accordance with 2AF Manual 50-1 and is attached.
2. Details of ground and flying training requirements and schedules are covered in appropriate annexes to this plan.
3. Bunker Hill AFB will be the pre-strike and post-strike base for all operations unless otherwise directed on special operations.

FOR THE COMMANDER

J. E. Gweydan
J. E. GWEYDAN
Colonel, USAF
Deputy Commander for Operations

1 Atch
0 Plan 507-61

DISTRIBUTION

2AF DO - 1	BDAS - 1
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305BW C - 1	BDCOT - 2
VC - 1	DCM - 12
DCO - 1	DCR - 1
A/DCO - 1	SAFE - 1
DCOE - 1	Historian - 4
DCOI - 1	PE Section - 1
BDCOO - 1	364, 365, 366 Bomron - 2 ea
DCOC - 1	68AREFS - 2
DCOT - 5	A&E - 1
DCOS - 2	FMS - 1
Comdr 305 CSG - 1	OMS - 1
RVC - 1	CALF - 1

HEADQUARTERS 305 BOMBARDMENT WING (M)
Bunker Hill AFB, Peru, Indiana
1 July 1961

MONTHLY OPERATIONS AND TRAINING PLAN

July 1961

TABLE OF CONTENTS

Basic Operations Plan
Annex "A" - Operations
 Appendix "I" - Air Training General
 Appendix "II" - Standardization Division
 Appendix "III" - Operations Meetings
 Appendix "IV" - Duty Schedule
Annex "B" - Ground Training
Annex "C" - Maintenance

HEADQUARTERS 305 BOMBARDMENT WING (M)
Punker Hill AFB, Peru, Indiana
1 July 1961

BASIC OPERATIONS PLAN 507-61

CHART AND MAP REFERENCE: As required.

TASK ORGANIZATIONS:

305 BEDRON	Capt Gabriel Sharp
364 BOMRON	Lt Col Edwin G. Jane' Jr.
365 BOMRON	Lt Col John J. Trevisani
366 BOMRON	Lt Col Hugh B. Robertson Jr.
68 AREFS	Lt Col Raymond J. Bryan
305 ASE	Major Jack Fields
305 FMS	Major Charles Cook
305 OMS	Major Edward L. Stout

1. GENERAL SITUATION: July is the first month in the new 50-8 training quarter consisting of three months. The wing score for MCS in Operations and Aircraft Scheduling and Maintenance will be determined only by the 68 AREFS since the B-47 squadrons are still exempt from MCS in this area. The B-47 squadrons will continue to fly under the priorities of training as specified in attachment "A", Appendix "1", Annex "A". The 68 AREFS will continue to support the B-58 program during this month.

2. MISSION: Training to be conducted to insure necessary proficiency of crews and rated staff personnel to assure capability of the wing to perform its assigned EWO mission.

3. TASK FOR SUBORDINATE UNITS: See subsequent annexes to this OPlan.

a. General instructions:

- (1) This OPlan becomes effective 1 July 1961
- (2) Unit training will be scheduled and conducted (or arranged for) by each organization in accordance with needs of the unit.
- (3) Squadron Commanders and Deputy Commander for Material will take necessary action to provide effective aircraft.

4. ADMINISTRATIVE AND LOGISTICS: Normal.

5. COMMAND AND COMMUNICATIONS: Normal.

F. L. O'BRIEN
Colonel, USAF
Commander

ANNEXES:
"A" - Air Training
"B" - Ground Training
"C" - Maintenance

HEADQUARTERS 305 BOMBARDMENT WING (M)
Bunker Hill AFB, Peru, Indiana
1 July 1961

ANNEX "A", OPERATIONS PLAN 507-61

AIR TRAINING

This annex consists of four appendices.

APPENDICES

- "I" - Air Training General
- "II" - Standardization Division
- "III" - Operations Meetings
- "IV" - Duty Schedule

HEADQUARTERS 305 BOMBARDMENT WING (M)
Bunker Hill AFB, Peru, Indiana
1 July 1961

APPENDIX "I", ANNEX "A", OPERATIONS PLAN 507-61

AIR TRAINING GENERAL

This appendix consists of 6 attachments.

ATTACHMENTS:

- "A" - Training Priorities
- "B" - Tanker Schedule
- "C" - Consolidated B-47 Flying Schedule
- "D" - 68 AREFS Flying Schedule

HEADQUARTERS 305 BOMBARDMENT WING (M)
Bunker Hill AFB, Peru, Indiana
1 July 1961

ATTACHMENT "A", APPENDIX "I", ANNEX "A", OPERATIONS PLAN 507-61

TRAINING PRIORITIES

1. Priority for air training and flights for B-47 squadrons is:
 - a. Complete the requirements of AFR 60-2 up to 8:20.
 - b. Instrument checks to earliest date permitted by AFR 60-4.
 - c. Standboard evaluations to provide currency extending longest possible period following B-47 phase out.
 - d. Minimum requirements for flight pay purposes and currency in aircraft.
 - e. Additional training for increased proficiency of available combat ready crews.
2. Priority for air training for 68 AREFS is:
 - a. Accomplish the requirements of AFR 60-2.
 - b. Complete higher headquarters directed missions.
 - c. NCR upgrading.
 - d. Complete the requirements of SACR 50-8.
3. Priority of air training for B-58 crews:
 - a. Complete the requirements of AFR 60-2.
 - b. NCR crew upgrading IAW SACR 50-43.
 - c. CR crews complete requirements of SAC DOT 05823.
4. Sorties for month of July are allocated as follows:

AIRCRAFT

SORTIES

KC-135
B-47
B-58
TB-58

95 plus 2 depot inputs
21 (5 day @ 4:10 & 16 night @ 4:10)
23 (incl 7 day @ 4.5, 5 night AR sorties
@ 6.5 & 11 day AR sorties @ 5.5 hrs)
8 @ 4.0 hrs

5. B-58 flight scheduling by crew will be accomplished on a weekly basis for the month of July.

6. Personnel maintaining proficiency in B-47 aircraft will be scheduled for flying by DCOI. The 364th-365th Bomb Squadrons will be responsible for notifying personnel scheduled to fly and will conduct all B-47 mission briefings.

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HEADQUARTERS 305 BOMBARDMENT WING (M)
Bunker Hill AFB, Peru, Indiana
1 July 1961

ATTACHMENT "E", APPENDIX "I", ANNEX "A", OPERATIONS PLAN 507-61

68 AREPS tanker support for the 305th B-47's will be scheduled on a weekly basis to support SACM 51-4.

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SQUADRON 365, 366		MONTHLY CREW FLYING SCHEDULE												MONTH OF JULY 1961							ATTORNEY "C" APP T, AMEX																
CREW NO.	AIRCRAFT COMMANDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31					
	ARNOLD						F			F																											
	HATCHER																				F												F				
	RYAN				F						F	F	F				F	F	F						F												
	HUNTER				F						F													F		F											
	RECKART																	F											F								
	TERRY																				F				F								F				
	FERGUSON													F												F											
	SCHWARTZ													F						F																	
	WILLIFORD													F															F								
	HALE					F														F				F													
	HUNT											F																									
	COL CRANE				F													F																			
	COL GUEYDAN											F													F												
	CHAMBERLAIN										F					F																					
	HOFFMAN											F														F											
	FLIGOR				F																																
	CHARTIER																																				
	BARTLETT													F																							
	COOK																																			F	
	HOWELL											F																									
	MARSHALL				F								F																								
	MIRE												F																							F	
	SHERMAN												F																								
	WILES																																				F

LEGEND: 'F' - CREW FLIGHT; 'REF' - REFLEX ACTION; 'ZIA' - ZONE OF INTERIOR ALERT; 'L' - LEAVE

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WING 305		SQUADRON 68		MONTHLY CREW FLYING SCHEDULE												MONTH OF JULY																	
CREW NO	AIRCRAFT COMMANDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
T-02	DESELMIS	A	A	C	R	F	R	F	C	C	A	A	A	A	A	A	A	F	C	C	R	F	C	LEAVE									
T-32	BLUMENSTEIN			F		F				A	A	A	A	A	A	A	F	C	C	R	F	C	LEAVE										
T-22	RAY				R	F	R	F			A	A	A	A	A	A	R	F	C	C	B	C	C	F	C	LEAVE							
T-10	JOHNSON	A	A	C	R	F	R	F	C	C	A	A	A	A	A	A	A	F	C	C	B	C	C	F	C	LEAVE							
T-12	TONES					R	F				B	F			A	A	A	A	F	C	C	C	R	F	R	F							
T-29	ROBISON							A	A	A	R	F	C	C	A	A	A	A	F	C	C	C	C	R	F	R	F						
T-16	BARKER							A	A	A	A	R	F	C	C	A	A	A	A	F	C	C	C	C	R	F	B		F				
T-15	TODD			F	R	F	R			F	R	F			A	A	A	A	R	F	C	C	C	C	R	F	B		F				
T-05	DEBOY			B	F	R	F			B	R	F	R		A	A	A	A	A	R	F	C	C	C	C	R	F						B
T-32	CRUM	A	A	C	R	F	R	F	C	C	R	F	R	F	C	A	A	A	A	A	R	F	C	C	C	R	F						B
T-13	GEORGE							A	A	A	C	R	F	C	C			A	A	A	A	A	R	F	C	C	C	R	C	C	F		
T-20	BOMMARITO			A	A	A	R	C	C	F	C	R	F				A	A	A	A	A	R	F	C	C	C	B	C	C	F			
T-14	BEAUCOND	LEAVE																															
T-26	TUCKER				B	F	R	F			B	F	R	F				A	A	A	A	A	R	F	C	C							
T-25	WAGNER			A	A	A	R	F	C	C	R	F	R	F			F	A	A	A	A	A	R	F	C	C	C						
T-27	HOUSE			R	F		A	A	A	R	F	C	C				B	F		A	A	A	A	A	R	F	C	C	C				
T-23	GUAY							A	A	A	C	R	F	C	C			B	F		A	A	A	A	A	R	F	C	C	C			
T-21	BLACK			A	A	A	A	C	C		B	F	R	F				B	F		A	A	A	A	A	R	F	C	C	C			
T-17	FOX	LEAVE																															
T-04	HANSON	LEAVE																															
T-03	SINK	A	A	C	R	F				B	F	R	F																				

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LEGEND: 'F' - CREW FLIGHT; 'R' - REFLEX ACTION; 'ZIA' - ZONE OF INTERIOR ALERT; 'L' - LEAVE

HEADQUARTERS 305 BOMBARDMENT WING (M)
Bunker Hill AFB, Peru, Indiana
1 July 1961

APPENDIX "II", ANNEX "A", OPERATIONS PLAN 507-61

1. Crews or individuals scheduled for Standardization Checks will be placed on TDY to the Standardization Division for an 8 to 15 day period. AUTHORITY: SACM 51-4, VOL I, Dec 60.

2. B-47 Schedules:

a. All crews or individuals scheduled for a formal standardization check will report to the standardization division on the date scheduled. Squadrons will not assign additional or conflicting duties. Crews will be briefed and scheduled for all examinations prior to their first flight. Critical Area Exams must be completed prior to the first flight. Standardization requirements in accordance with SACM 51-4 are as follows:

(1) Pilot Proficiency mission will be scheduled during daylight hours. A tanker will be scheduled in conjunction with the pilot proficiency mission.

(2) All applicable written examinations.

b. Crews will report with the following equipment.

PILOTS & COPILOTS

T.O. 1B-47E-1
T.O. 1B-47E-1B

NAVIGATORS

T.O. 1B-47E-1
T.O. 11N-60-42
Plotting equipment
AFM 51-40, Vol 1 & 2
AFM 51-10

c. Staff checks will be scheduled in accordance with existing regulations. Staff checks will be given not to exceed 13 months.

d. Formal Standardization Checks - SACM 51-4 Staffs

GRAIN, COL
WELLS

MIRE
PARHAM

SCHWARTZ
CHAMBERLAIN

MARSHALL

3. KC-135 Schedules:

GEORGE
BARKER

BLACK

STAFF: BELFAY

HEADQUARTERS 305 BOMBARDMENT WING (M)
 Bunker Hill AFB, Peru, Indiana
 1 July 1961

APPENDIX "III" ANNEX "A" OPERATIONS PLAN 507-61

OPERATIONS MEETINGS

The following meetings are scheduled during the month of June 1961.

<u>Daily Activity</u>	<u>Time</u>	<u>Place</u>
a. Standup	1500	Wing Conference Room
b. Commander's Briefing	1600	Wing Conference Room
<u>Weekly</u>		
a. Pre 60-9 Scheduling	1330 Mon	DCO Conference Room
b. 60-9 Scheduling Mtg	1330 Wed	DCO Conference Room
c. BCO Staff Meeting	1330 Tue	DCO Conference Room

Air Operations Briefings

1. General briefings for all missions will be held in the briefing room of the squadron conducting the briefing at 1030 the duty day prior to the flight. Pre-takeoff briefing, when required, will be 150 hours prior to takeoff at Base Operations by the Supervisor of Flying and Staff Weather Forecaster. For special stream missions pre-takeoff briefing time and place will be announced at General briefing.
2. Each aircrew briefing for routine training missions will include a discussion of aircrew professional interest items. This discussion will be conducted by the briefing officer prior to concluding the briefing and will be a minimum of 15 minutes duration and no longer than it can be maintained informative and interesting.
3. The following professional items will continue to be emphasized.
 - a. Flying Safety.
 - b. SACR 50-8.
 - c. Operation Pathfinder, FAA positive control (separation) in selected area (Chicago and Indianapolis) outlined in Airman's Guide Vol. 15, No. 14, dtd 13 Sep 60.
 - d. All squadron briefing officers will brief on a continuing basis until all air crews understand SAC DOOPF 43056 dtd 27 May 61, subject: Amendment of Radio Failure Procedures.

e. Effective 1 July engines will be started twenty (20) minutes before takeoff on all flights. Criteria for deviation from 60-9 scheduled takeoff time is changed to minus five (5) and plus fifteen (15) minutes. Sorties generated for ORI will be launched IAW SAC's 50-5. Authority for this change is SAC DM-2299, 25 May 61.

f. Squadron Operations Officers are to insure that all crew members fully understand and are complying with the provisions of SAC Message BOSDF 4975, 27 May 61, subject: IFF Procedures.

g. Briefing Schedule (July). Personnel maintaining proficiency in E-47 aircraft will be scheduled for flying by DCOT. The 364th-367th Bomb Squadrons will be responsible for notifying personnel scheduled to fly and will conduct all E-47 mission briefings.

HEADQUARTERS 305 BOMBARDMENT WING (M)
Bunker Hill AFB, Peru, Indiana
1 July 1961

APPENDIX "IV", ANNEX "A" OPERATIONS PLAN 507-61

DUTY SCHEDULE

1. AIRDROME CLEARANCE OFFICER. No combat ready crew personnel (68 AREFS and 319 FIS, ADC) will be assigned to Airdrome Clearance Officer duty. Certain Bomb Wing staff pilots (listed below) are eligible for ACO and will be scheduled along with eligible CSC pilots on an equitable basis. Base Operations will coordinate and maintain the ACO duty roster.

Maj Clarke - DCM	Maj Kinzer - IXO
Maj Hymas - DCOJAW	Maj O'Brien - OMS
Maj Follvea - OMS	Capt VanDyke - FMS
Maj Walsh - OMS	Capt McAlister - FMS
Maj Van Antwerp - Supply	Capt C. A. Robertson - DCOTR
Maj Cook - FMS	Maj R. N. Crain - SAFE
Capt S. E. Brown - FMS	Maj E. O. Robinson - FMS
Capt B. L. Brown - ASE	
Maj Andrew - OMS	
Maj Stout - OMS	

2. SUPERVISOR OF FLYING. The DCO, Deputy DCO, and DCOT will serve as Supervisor of Flying during normal duty hours (0730-1630). All flight crews will be briefed to contact the Command Post at any time during preflight, engine start, etc., a discrepancy develops that cause a late takeoff. In such cases the Command Post will immediately relay this info to the DCO or other two designated SOF who in turn will proceed in the DCO staff vehicle (formerly launch officer car) to the aircraft in question to resolve the problem. After normal duty hours when tactical aircraft are preparing to launch, are airborne and until all tactical aircraft are recovered, the SOF will be an officer designated from the following list. This officer's place of duty is not fixed, but will normally be in the following patterns: (1) Supervise launch of tactical aircraft on ramp in radio vehicle (DCO staff car). (2) Monitor recovery in tower during IFR conditions. (3) Be available in the Command Post at all other times.

Col James E. Gueydan - DCO	Maj P. Hoffman - 366BS
Lt Col H. W. Bartlett - Asst DCO	Capt Waldo - 364BS
Lt Col Trevisani - 365 Comdr	Maj A. J. Abad - 68ARS
Lt Col Robertson - 366 Comdr	Lt Col R. J. Bryan - 68ARSC
Maj W. Hunter - DCOT	Capt M. W. Reckart - DCOTA
Capt Hunt - DCOTC	Maj Marshall - 364BS
Maj Ryan - DCOS	Capt Hatcher - 366BS
Capt Williford - 366BS	Maj Fligor - DCMQ
Capt Schwartz - 364 BS	
Maj Mire - DCOO	

a. Any unscheduled tactical SAC traffic on weekends will be handled by Command Post controller in coordination with the DCO member of the Battle Staff.

b. The SOF will attend the Commander's briefing (immediately following standup) the day prior to his duty tour for the explicit purpose of being fully briefed on the missions to be flown during his tour of duty. Exception: AREFS designated SOF to supervise flights on weekends need not attend. The SOF will read SACR 55-11 dated 17 Feb 61 prior to tour of duty.

SUPERVISOR OF FLYING

1630-0730

July 3 M - Hunt
4 T - BSO
5 W - Schwartz
6 T - Hoffman
7 F - BSO

10 M - Reckart
11 T - Williford
12 W - Mire
13 T - Abad
14 F - BSO

17 M - Hoffman
18 T - Hunt
19 W - Mire
20 T - Hunter
21 F - BSO

24 M - Schwartz
25 T - Williford
26 W - Hatcher
27 T - Marshall
28 F - BSO

31 M - Abad

HEADQUARTERS 305 BOMBARDMENT WING (M)
Bunker Hill Air Force Base, Peru, Ind
1 July 1961

APPENDIX I, ANNEX "B" OPERATIONS PLAN 501-61

GROUND TRAINING 305 BOMB WING/105TH COMBAT SUPPORT GROUP AND 68TH ARS

1. CARBINE QUALIFICATION: Plans are presently being implemented to have a carbine range built on this installation.

2. LINK SCHEDULE: Each pilot will accomplish 2 hours of trainer time per training period in accordance with revision to SACR 50-24. Pilots will accomplish 2 hours in the 90 day period prior to his birthdate or flight check for a total annual requirement of 8 hours.

a. C-11C: The C-11C will be utilized in accordance with published schedule. Scheduling period are as follows: 0800-1000, 1000-1200, 1200-1400, 1400-1600. C-11 Relocated in KC-135 Simulator Building.

b. C-11C: Two hours of Instrument Trainer time are required each quarter (3 months) by DCOTG. Eight hours of Instrument Trainer time is required since last flight check before instrument flight can be given. Instrument card will not be given unless the individual's form 5 shows he has completed this requirement, SAC Reg. 51-12. It is the individual's responsibility to comply. C-11 periods may be obtained by calling DCOTG Ext 3105. (DCOTG)

3. PHYSICAL CONDITIONING

a. PFR: Personnel concerned: All male and female personnel not yet 45 years of age. (Personnel over 40 years of age must have the approval of the surgeon to participate.)

b. Ill or injured individuals will be excused from the PFR or PFR testing for that period of time in which illness or injury actually exists and/or during necessary recuperation therefrom.

c. Individuals 45 years of age or older are encouraged to participate in the test on a voluntary basis subject to the approval of the surgeon.

(1) If the individual checks the block "yes", he or she will be permitted to participate in PFR or PFR testing.

(2) If the individual checks the blocks "no" or "I don't know", he or she will not be PFR (PFR) tested, will be considered the same as if failed.

d. Each individual, male or female, regardless of age, will be weighed during each 6-month period to determine whether he or she exceeds the maximum weight for his or her age and height as defined in AFM 160-1. If under 45 years of age, the individual will take PFR testing in addition to being weighed.

e. Each individual exceeding the maximum weight will be directed in writing, to report to the surgeon for a medically prescribed weight reduction program and to comply with that program.

(1) The surgeon will specify a period during which time the individual should attain the standard.

(2) For individuals who have been directed to reduce and have failed to comply, a statement relative to such noncompliance will be included in his (her) officer effectiveness report.

(3) Upon finding no medical reason for failure to reduce weight, the surgeon will advise the commander of the necessary action to be accomplished. Monday, Wednesday and Friday at 1615 will be supervised mandatory make-up for those who fail PFR for no medical reason.

f. The PFR section of the gym will be open daily from 0830-1200 for Combat Support Group and 1330-1530 hours for the 305th Bomb Wing.

4. INSTRUMENT GROUND SCHOOL: The Instrument Ground School will be conducted on the 11th and 12th of July. All personnel check to see if they have completed 8 hours C-11 since their last instrument check before re-check. Students report to 364th Bomb Squadron Briefing Room at 0800 hours.

5. BASE ALTITUDE CHAMBER

a. All combat crew personnel are eligible for proficiency examination.

b. All personnel on base requiring a refresher or jet passenger course or additional physiological training will be scheduled through Wing Ground Training Officer.

6. GROUND TRAINING - 68th AREFS: Annex I & II, SACR 50-24 will be complied with by the 68th AREFS.

7. COMMUNICATIONS PROCEDURES: Air Refueling crews will attend communications lectures as scheduled in the Alert Barracks. Total 3 hours of lectures and tests.

8. PERSONAL EQUIPMENT LECTURES: Personal Equipment Lectures will be discontinued until further notice.

9. B-58 UPGRADING: All personnel departing for B-58 upgrading will check with Wing Ground Training once a month prior to departure from this base. It is necessary that all chamber checks due for the calendar year 1961 be completed prior to leaving this base.

10. T-33 EJECTION SEAT PROCEDURES: Pilots will be notified of date and place of classes. Scheduling by the Base Operations Officer.

11. EWO STUDY SCHEDULE:

a. Crews will be scheduled on weekly ground training schedule for Monday, Wednesdays and Fridays from 1300-1500, in the Alert Area.

(1) The EWO study agenda for July is as follows:

<u>SUBJECTS:</u>	<u>TIME</u>
Brief Major Changes	:45
CMF Review	:30
Alert Procedures	:15
Non-Occ Procedures	:15
Communication Procedures	:15
<u>TOTAL TIME</u>	<u>2:00</u>

10. LAND SURVIVAL: No Land Survival classes scheduled, if classes are necessary, request that you notify BDCOT 7 days in advance.

11. T-33 EJECTION PROCEDURES: Combat Support Group personnel required to attend T-33 Ejection Procedures will be scheduled by the Training Division. Pilots will be informed as to date, place and time.

12. B-58 50-45 GROUND SCHOOL: Classes will be scheduled through the 386th Base Squadron. They will be:

- TAC Doctrine - 16 hours
- SACM 55-8 - 4 hours
- Nuclear Weapons 8 hours
- Single Point Refueling - Prof.

13. SPECIAL AIR WEAPONS COURSE: A special Air Weapons Course will be held on 10, 11 and 12 July. All B-58 Crews that are not flying will attend.

INSTRUMENT TRAINER SCHEDULE FOR JULY 1961

HOUR	3 MON	4 TUE	5 WED	6 THUR	7 FRI	10 MON	11 TUE	12 WED	13 THUR	14 FRI
0800 1000	F	I	ARS	ARS	364	Maj Broude				Lt Fouse
1000 1200	C I	L	ARS	ARS	365	Maj Clark				Maj Johnston
1200 1400	I	I D	ARS	ARS	Maj Fligor		ARS	ARS	ARS	
1400 1600	D Y	A Y	ARS	Maj O'Brien	Open	Open	Capt Sheepl		Maj Kines	Open

C-11 RELOCATED IN KC-135 SIMULATOR BUILDING

PERSONNEL WHO DO NOT MEET THIS SCHEDULE WILL ANSWER AN RBI. PERIODS MUST BE CANCELLED AT LEAST 2 HOURS IN ADVANCE. ALL PILOTS NEED 8 HOURS BETWEEN INSTRUMENT CHECKS.

CALL EXT 3105

HOUR	17 MON	18 TUE	19 WED	20 THUR	21 FRI	24 MON	25 TUE	26 WED	27 THUR	28 FRI	31 MON
0800 1000	Capt Van Dyke				364	Capt Bird				364	Maj Kiss
1000 1200	Maj Padigo				365	L/Col Lambert				365	Capt Sharp
1200 1400		ARS	ARS	ARS			ARS	ARS	ARS		
1400 1600	Open				Open	Open	ARS	ARS	Maj Schmitt	Open	Lt/Col Welsh

ATTACHMENT "A" APPENDIX I, ANNEX "B"

APPENDIX II, ANNEX "B" OPERATIONS PLAN 507-61

GROUND TRAINING 305th BOMB WING/305th COMBAT SUPPORT GROUP

1. NCO PREPARATORY SCHOOL (CLASS 61B): The next class of the NCO Preparatory School will commence on 30 June 61 for a period of four weeks. The class will consist of 24 A1C's. The personal history form will be submitted to the School Commandant 6 days prior to the starting date. Report to the Commandant between the hours 0715-0830, 30 June 61 for class.
2. SACR 50-24 BLOCK TRAINING (Fire Prevention and Disaster Control)
 - a. Fire Prevention and Disaster Control is an annual requirement for all SAC personnel.
 - b. There will be no Block Training conducted in the month of July.
3. HANDGUN: All personnel whose basic weapon is the pistol will be scheduled to fire by the Small Arms Range.
4. PERSONAL EQUIPMENT: This is an annual requirement. All Officers in the 305th Combat Support Group will be scheduled by the Training Division. Personal Equipment Lectures will be held at building S-15, Thursday, 1500-1600 for SACR 50-24 requirements. Personnel are requested to be at attendance prompt at 1300.
5. MEDICAL TRAINING
 - a. Medical Training is an annual requirement by all SAC personnel.
 - b. Training will be conducted at squadron level by the MMPNC (Emergency Medical Treatment Unit, Phase I) instructors following the course outline prescribed in SACM 50-24.
6. SMALL ARMS QUALIFICATIONS: Carbine firing will be announced 2 weeks prior to starting date.

7. LINK SCHEDULE: Each pilot will accomplish 2 hours of trainer time per training quarter in accordance with SACR 50-24. Pilots will accomplish 2 hours in the 90 days prior to his birthdate.

a. CLIC

The CLIC trainer will be utilized by all assigned pilots. Scheduling periods are as follows: 0800-1000, 1000-1200, 1200-1400, 1400-1600.

b. Pilots will be scheduled by the Wing and Group Training Divisions and advised of the time and date.

8. PHYSICAL CONDITIONING TESTING

a. PFR testing schedule for the month of July

b. Hours of testing will be from 0800-1100 and 1300-1500 daily.

5th	6th	7th	10th	11th	12th	13th	14th	17th	18th	19th	20th
HQ.	AGE	OMS	FMS	FMS	364th HQ.	OMS	HQ.	SS	CDS	FSS	
B.W.					365th B.W.		C.S.G.				
					366th						

21st	24th	25th	26th	27th	28th	31st
CRS	OPS	TS	68th	45th	827th HQ	
		ACSS	ARS	MMS	MED	C.S.G.

c. Each individual failing to meet PFR standards is required to participate in the Physical Conditioning exercises conducted by the PCU at 1615 hours on Mondays, Tuesdays, Wednesdays, and Thursdays, at the Base Gym.

d. Overweight personnel will report to PCU from 1200 to 1300 hours Monday through Friday for weight control program.

e. Combative Measures: Proficiency testing will be scheduled by the Wing Ground Training Officer.

9. INSTRUMENT GROUND SCHOOL

a. The Instrument Ground School will be conducted on the 11, 12 July 61. Students report to the upstairs classroom, Base Operations, at 0800 hours.

b. Personnel scheduled to attend will contact Captain McKee at ext 400

one day prior to scheduled class.

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX C
HEADQUARTERS 305 BOMBARDMENT WING (M)
OPERATIONS PLAN 607-61

1 July 1961

MAINTENANCE

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS 305TH BOMBARDMENT WING (M)
Bunker Hill Air Force Base, Indiana
1 July 1961

1. BASIC.

a. This maintenance order presents the flying and maintenance scheduled for the month of July 1961 and reflects all known requirements of the wing.

(1) Total number of sorties by type aircraft.

(a) The B-58A aircraft will have a total of 23 known operationally planned sorties on the monthly tail number schedule. B-58 scheduling in July is based on three days down and fly the fourth day. Aircraft delivered from Convair will be picked up on the weekly schedules as they are received, this is expected to generate 3 ferry flights plus 3 training sorties. Providing the latter develops 26 operationally planned sorties plus 3 ferry sorties will be the maximum B-58 sortie capability in July. Of the 24 known sorties planned, 5 are allocated for night flights. The TB-58A aircraft will have a total of 8 operationally planned sorties on the monthly tail no. schedule.

(b) The B-47B aircraft will have a total of 21 operationally planned sorties on the monthly tail number schedule. No periodic inspections are scheduled for July, this will generate 0 test flights. Of the 21 sorties planned, 5 are allocated for night flights. The remaining 16 sorties will be utilized for day time operational requirements.

(c) The KC-135 aircraft will have a total of 96 sorties planned on the monthly tail number schedule. Contained in the 96 sorties are two depot input flights to OCAMA for project "Last Straw". Three ferry return flights from OCAMA are anticipated. One return will be from Project Last Straw, and two from depot level repair of cracked boost pump flanges. The alert requirements will generate 258 preflight in addition to sorties planned.

1 The "Texas Star" project has been discontinued indefinitely for the 305th Bomb Wing.

2 The "Whooper Crane" project terminated as of 30 June 1961. Further data on the project as effects the 305th Bomb Wing will be disseminated as it becomes available.

3 Project "Reflex Support" will continue throughout July 61, however, after the 12th of July, the tankers will terminate at Bunker Hill AFB instead of landing cross country. This change in operational requirements after 12 July negates the requirement for a crew chief and assistant to accompany the aircraft.

4 Aircraft input to project "Last Straw" continues to be indicated on the monthly tail number schedule and on the weekly maintenance flight schedule. Two aircraft are scheduled for input, the first aircraft #1457 departs on 5 July returning 12 July, the second #1448 departing on 24 July, returning 1 Aug 61.

a All engines and QEC power packs going into OCAMA in the fly-in program will receive a complete -6 engine periodic inspection.

b Aircraft and engine records will accompany each aircraft going into OCAMA. Minimum and only necessary 780 equipment will accompany aircraft.

c In accordance with OCAMA work specification the following items shall accompany all aircraft input to the contractor. It will be the responsibility of the OMS to insure items as listed are aboard and stowed as required.

<u>ITEM NR.</u>	<u>NOUN-TYPE & MODEL</u>	<u>NR REQD</u>	<u>LOCATION</u>
Aa-3	Envelope-Pilot	1	Pilots station
Ab-4	Safety Lock, Chinning Bar	1	Chinning bar stowage lock when not in flight
Ab-7	Handle Assy-Emergency Extension Nose Landing Gear	1	Stowed on floor sta 348, left side or aft inboard side of electrical equipment rack sta 348.
B-13	Ladder Assy-Fwd Entrance	1	Stowed on Sta 400 blhd when not installed (55-3118 thru 55-3127, 55-3128, & on, stowed on floor, right side, Sta 555-670
B-14	Cover Assy-Pilot Tube	2	Stowed on Sta 400 blhd when not installed
B-16	Lock Assy-down Nose landing	1	Stowed on Sta 400 blhd when not installed
B-17	Lock Assy-Down Main Landing Gear	2	Stowed on Sta 400 blhd when not installed
B-19	Lock Assy-Down Main landing gear door	2	Strapped to main cargo floor Sta 403-410 LH side when not installed
B-34	Crank Assy-Emer Flap & landing gear	1	Upper Structure Sta 830 left side
C-9	Container-Eng Air Intake	1	Stowed on cargo dock Sta 1018-1051 (55-3118 thru 56-3631) Sta 1040-1080 RH side (56-3632 thru 57-2609) Sta 1060-1100 RH Side (58-001 & on)

<u>ITEM NR</u>	<u>NOUN-TYPE & MODEL</u>	<u>NR</u>	<u>REQN</u>	<u>LOCATION</u>
or C-10	Container-Eng air Intake Shield 50-6349-12	1		
C-11	Container-Eng Tail Pipe Shield Assy 50-6350	1		Stowed on cargo deck Sta 1058-1098 (15-3118 thru 56-3631) Sta 1125-1115 LH side (56-3632 thru 57-2609 Sta 1085-1115 RH side 58- 001 thru 58-130 Sta 1080-1120 left side (59-1443 & on)
or C-15	Container-Eng Tail Pipe	1		Stowed on main cargo deck left side Sta 1125-1155 (56- 3632 thru 57-1506) right side Sta 1085-1125 (58-001 thru 58- 130) left side Sta 1080-1120 (59-1443 & on)

<u>NOUN</u>	<u>PART NR</u>	<u>QTY</u>
Engine Intake	F71128-500	4 each
Engine Tail Pipe	F71129-500	4 each
Air Cond Inlet	F71181	1 each
Cooling Air Outlet	F71182-501	1 each
Oil Cooler Inlet	F71198	4 each
Surge Bleed Valve	F71224	4 each
#4 Starter Air Exhaust	F71246	1 each
Starter Air Exhaust	F71247	3 each
Oil Cooler Air Exit	F71249	4 each
Water Pump Air Exhaust	F71258	4 each

(2) Type, number, duration and total hours of planned sorties.

(a) B-58.

OPERATIONAL REQUIREMENTS

<u>MISSION</u>	<u>SORTIES/HOURS</u>	<u>TOTAL HOURS</u>
Normal Training	11@ 5:30	60:30
Normal Training	7@ 4:30	31:30
Normal Training	5@ 6:30	32:30
Sub Total	23	124:30
TB-58 Sorties	8@ 4:00	32:00
Net Total	31	156:30

(b) B-47:

OPERATIONAL REQUIREMENTS:

<u>MISSION</u>	<u>SORTIES/HOURS</u>	<u>TOTAL HOURS</u>
Normal Training	16/4:10	66:40
Night Flights	<u>5/4:10</u>	<u>20:50</u>
SUB TOTAL	21	87:30

MAINTENANCE REQUIREMENTS:

Periodic Test	<u>None</u>	<u>00:00</u>
TOTAL	21	87:30

(c) KC-135:

Hustler Support	24/7:00	168:00
Reflex Support	27/7:00	189:00
Normal Refueling	42/7:00	294:00
XC	1/4:30	4:30
Depot Input	2/4:30	9:00
Depot Return	<u>3/4:30</u>	<u>13:30</u>
NET TOTAL FLTS	99	678:00

(3) The average operational sortie length in hours is 5.8 for B-58 acft, 4.0 for TB-58 aircraft, 4.1 for B-47 aircraft and 6.8 for KC-135 aircraft.

(4) The average number of operationally planned sorties per fly day is 1.0 for B-58 aircraft, .3 for TB-58 aircraft, 1.0 for B-47 aircraft, 4.95 for KC-135 aircraft.

(5) The four B-47B aircraft A&E systems associated with EWO capability IE. BNS, FCS, EC, Weapons release and camera will not be maintained, reference SAC TWX DOOPA-4076 dated 10 Nov 60. The purpose of these aircraft is for the support of pay and annual proficiency requirements of 305 Bomb Wing personnel. The B-47B aircraft will input to 2704th AFASDGP on Project AMCOB-96 at the following rate: 3 aircraft in Sept 1961, with a possibility of these 3 aircraft remaining until December 1961.

(6) Flights on Monday 10 July 61, will be planned for late afternoon takeoffs. In view of this, it is recommended that the morning portion be designated as Commanders Call by OMS, A&E and FMS.

(7) Short notice requirement for static display aircraft will continue. Every effort will be made to provide aircraft that will not require special positioning. Interior and exterior of selected aircraft will be as clean as facilities and weather permit. Crew chiefs used on static displays will be of a caliber to reflect credit to the Wing and SAC. Due to the heavy flight requirement in July a minimum of static displays are anticipated.

(8) The criteria in the consideration of classing an aircraft late or early in his take off has been changed by SAC message DM4 2299 as follows: "Quote. The SAC Management Control System criteria for deviations from takeoff time has been changed to minus five (5) minutes before and plus fifteen (15) minutes after scheduled

take off time. SACR 60-9 and 66-7 are being amended to reflect these changes.' Unquote.

b. Additional Maintenance Requirements.

(1) The Maintenance Training Schedule will no longer be reflected in this plan. Authority is, 2AF Supplement #1 to SAC Supplement #1 to AFM 66-1.

(2) B-58 pod practice loadings for MYS will be held to a minimum until more aircraft are assigned to this wing.

(3) The planned maintenance utilization schedule for the month of July will indicate 1 area cycle type inspection, 1 hot section and engine periodic inspection, 4 engine conditionings and 31 preflight inspections on the B-58 and TB-58 aircraft. No P/E inspections are scheduled for B-47 aircraft, 21 preflight inspections will be required for B-47 aircraft.

(4) The ISR concept for KC-135 aircraft generates in July, (4) 100 hour periodic inspections and 2 hot section inspections. Alert aircraft will generate 258 preflight requirements.

(5) The main wash rack is now in normal operation. All aircraft assigned to the 305th Bomb Wing (M) will be programmed to phase through the wash rack. This schedule will be reflected on the "Weekly Aircraft and Maintenance and Utilization Schedule cover sheet. Use of equipment, materials and maintenance of the wash rack facilities will be under the supervision of OMS.

(6) The Technical Order Compliance Schedule (by T. O. Number) is reflected in the July flying schedule (App I & II) and on the cover sheet of the weekly maintenance utilization schedule. The TB-58/B-47 TOC program and the KC-135 program will not generate any known test flights.

(7) B-58, TB-58, B-47 and KC-135 Aircraft Records Check Schedule for July 1961.

<u>DATE</u>	<u>0830</u>	<u>0930</u>	<u>1030</u>	<u>1330</u>	<u>1430</u>
5 Jul	1447	258	2460		
6 Jul		671	325		
7 Jul		1113	2461	1453	
10 Jul	1443	1445	1111		
11 Jul				1444	
12 Jul		1450	1110	1464	
13 Jul		1457			
14 Jul		1451	300	1456	1467
17 Jul		1471			
18 Jul		1474			
21 Jul		1448			
24 Jul		1468	1510		
25 Jul		1460	1462		
27 Jul	1480				

(8) B-58, TB-58, B-47 and KC-135 predock meeting schedule for July 61.
(DCM Conference Room)

<u>TYPE ACFT</u>	<u>TAIL NO.</u>	<u>TYPE INSPECTION</u>	<u>DATE</u>	<u>TIME</u>
KC-135	1453	Periodic	7 Jul	1430
KC-135	1444	Periodic	11 Jul	1430
KC-135	1456	Periodic	14 Jul	1430
B-58	2460	AW-1	24 Jul	1430
KC-135	1480	Periodic	27 Jul	1430

2. Flight Line Maintenance:

a. The 305 Armament-Electronics Squadron will provide line maintenance support for all airborne armament-electronics systems and their assigned support equipment which are organic to the wing tactical and base flight aircraft when so designated, except B-47B aircraft, reference page 4 item 5 of this annex.

b. The Bomber and Tanker Inspection Branch inspection schedule for the month of July is reflected in Appendix III.

c. The number of post flights to be accomplished in the month of July is 0 for B-47B aircraft. The KC-135 aircraft postflight inspections will be coordinated daily by the planning section with the OMS Inspection Branch.

d. Recurring special inspections such as weight and balance, and compass swings will be scheduled on the cover sheet of the weekly maintenance and utilization schedule. As regards the magnetic compass - DM-2AF has authorized air swing of the compass by the use of the J-4 & N-1 compass.

e. Aircraft TDY for July 1961.

- (1) B-58 - 59-2463 to 43rd Bomb Wg.
- (2) TB-58 - None.
- (3) B-47 - None.
- (4) KC-135 - 59-1452 1-31 July OCAMA
59-1450 1-11 July OCAMA
59-1457 5-12 July Project "Last Straw"
59-1448 24-1 Aug Project "Last Straw"

f. The Organization Maintenance Squadron will:

- (1) Insure that all aircraft be kept combat ready in order to meet each scheduled sortie as indicated on the weekly 60-9 schedule, except B-47B aircraft reference page 4 item 5 of this annex.
- (2) Coordinate with Job Control on all movement of aircraft to or from the docks, loading sites, alert areas or any maintenance hangar or location utilized by the wing.
- (3) Support each recurring special maintenance or training requirement scheduled on the monthly flying schedule, such as weight and balance, and any other special requirements that might be scheduled.

(4) Maintain necessary aircraft/pod records and keep Job Control informed constantly as required by AFM 66-1 and SAC Supplements thereto.

(5) Assure that the aircraft manager reports to the aircraft records branch and Supply Liaison unit for periodic records check on times and dates as indicated on page 5 of this annex.

(6) Comply with the following procedures concerning pre-inspection meetings.

(a) The aircraft manager of aircraft scheduled will report to Planning and Scheduling Branch, with all DD Forms 781, prior to meeting time.

(b) The flight line controller or flight chief will attend the pre-inspection meeting.

(7) Fully utilize specialist support and supervise work order completions.

(8) Insure that all authorized equipment is checked for condition and repair, and, if not on hand, make proper follow-up through base supply.

(9) Insure proper inspection of DD Form 781 series.

(a) The flight chief will inspect all DD Forms 781 before each flight for accuracy and legibility.

(b) The flight line controller or the maintenance officer will inspect the DD Form 781 at least once a week for accuracy and legibility.

(c) Technical order 00-20A-1 will be fully complied with in all instances.

h. The 305th Inspection Section will:

(1) Perform periodic, area cycle and or postflight inspections as scheduled by tail number in App III.

(2) Insure that the dock chief be present at all pre-inspection meetings as scheduled on page 5 of this annex and cover sheet of the weekly maintenance and utilization schedule.

(3) Make every effort to expedite accomplishment of any special requirements, such as technical order compliance determined and scheduled at the pre-inspection meetings.

(4) Expend all available means to comply with the dock work schedule shown in App III and cover sheet of the weekly maintenance and utilization schedule.

(5) Insure that the proper personnel are available for maintenance training as scheduled by the maintenance training division.

(6) Fully utilize specialist support as required and needed to maintain the dock schedule.

(7) Insure prompt and accurate status and maintenance reporting.

(8) Expend every effort to return aircraft to the sections in sufficient time to meet the published flying and utilization schedule.

i. The 305th Armament-Electronics Squadron will:

(1) Provide necessary personnel, tools, and equipment to accomplish 1 Area Cycle inspection on B-58 aircraft and 0 periodic inspections on B-47 aircraft, and 4 periodic inspections on KC-135 aircraft.

(2) Insure that a representative is present at each pre-dock meeting, as scheduled on page 5 of this annex and cover sheet of the weekly maintenance and utilization schedule.

(3) Insure that all aircraft be combat ready for each scheduled sortie with systems operational as indicated in the weekly 60-9 schedule and as confirmed at the daily maintenance meeting. Except B-47B aircraft reference page 4 item 5 of this annex.

(4) Provide specialist support for TOC program as requested and scheduled by the Planning and Scheduling Branch.

(5) Night shifts and stand by personnel will be scheduled as required by Job Control.

j. The 305th Field Maintenance Squadron will:

(1) Provide necessary tools, personnel and equipment to support the Organizational Maintenance Squadron in performing periodic, area cycle, Jet calibration, hot section inspection, engine conditioning and necessary maintenance to support the daily flying schedule.

(2) Insure that a representative is present at each pre-dock meeting as scheduled on page 5 of this annex and cover sheet of the weekly maintenance and utilization schedule.

(3) Coordinate with Job Control on the scheduling of night shifts and stand-by personnel.

k. The 305th Supply Squadron will:

(1) Provide support for the required number of sorties and flying hours for B-47, B-58 and KC-135 aircraft for July (reference para 1, a, b, c, (2) a, b and (c) of this annex.

(2) Maintain a CQ for emergency support during non-duty hours as coordinated with the 305th Job Control Officer.

(3) Provide immediate delivery for all items requested via supply expediter network.

(4) Keep pre-issue items at authorized levels at all times.

(5) Maintain a constant check with 305 Maintenance Supply Branch on back orders, anticipated AOC, and pre-issue items.

(6) In the event of an alert, furnish support on a 24 hour basis.

FOR THE COMMANDER:



FRANKLIN S. ALLEN, JR.
Colonel, USAF
Deputy Commander for Maintenance

3 Appendixes
I Sect B July Fly Sched
II Sect C July Fly Sched
III Bomb & Tanker Insp. Requirements

SECTION B		305TH BOMB WING (M) TAIL NUMBER SCHEDULE FOR JULY 1961																												APPENDIX I		
ACFT NUMBER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
2258	/	F	/	RC 0930	NF	/	/	/	/	NF	/	/	/	F	/	/	/	/	F	/	/	/	/	F	/	/	/	F	/	/	/	
2300	/	/	/	F	/	F	/	/	/	/	F	/	RC 1030	/	F	/	/	/	F	/	/	/	/	/	NF	/	/	/	F	/	/	
2325	/	/	/	NF	RC 1030	/	/	/	F	/	/	F	/	/	/	NF	/	/	/	/	F	/	/	/	/	F	/	/	/	/	F	
TOTAL	/	1	/	2	1	1	/	/	1	1	1	1	1	/	1	1	1	1	1	1	1	/	1	1	1	1	1	1	1	1	1	
2460	/	/	/	RC 1030	NF	/	/	/	/	/	/	F	/	/	/	/	/	F	/	/	/	/	PDM 1130	A&E NF	A&E A&E	A&E A&E	A&E WA	/	/	AW - 1		
2461	/	/	/	F	RC 1030	/	/	/	NF	/	/	/	/	/	/	F	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
1110	/	F	/	/	/	/	/	/	F	RC 1030	/	/	F	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
1111	/	/	/	/	NF	/	/	/	RC 1030	/	/	F	/	/	/	/	/	NF	/	/	/	/	/	/	/	/	/	/	/	/	/	
1B-58 55-671	/	/	/	ENG Run	RC 0930	F	/	/	/	/	F	/	/	/	/	/	/	F	/	/	/	/	/	/	/	/	/	/	/	/	/	
1113	/	/	/	/	RC 0930	/	M M ₅	/	/	/	F	/	/	/	/	/	/	/	F	/	/	/	/	/	/	/	/	/	/	/	/	
TOTALS	/	1	/	1	1	1+	1+	1	1+	1TB	2	1+	1TB	1	/	1	1+	1TB	2	1+	1TB	1	/	1+	1TB	2	1	1TB	1	/	1+	1TB

SECTION C		305TH BOMB WING (M) TAIL NUMBER SCHEDULE FOR JUL 61																				APPENDIX II (27 June 61)									
ACFT NUMBER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
1443	/	/	/	NF	/	NF	/	/	RC 0830	RF	RF	/	U/L	/	/	/	/	/	/	/	/	/	/	/	D/L	F	/	F	/	/	
1444	/	NF	/	/	NF	/	/	/	F	RC 1330 PDM 1430	NF	/	PE	/	U/L	/	/	/	/	/	/	/	/	/	/	/	D/L	/	F	/	
1445	/	NF	/	/	NF	/	/	/	PE	/	U/L	/	/	/	/	/	/	/	/	/	/	DL	NF	/	F	/	F	/	/	/	
1447	/	NF	/	RC 0830	NF	/	/	/	U/L	/	/	/	/	/	/	/	/	D/L	F	/	/	/	FX-NF	/	F	/	F	/	UL	/	
1448	/	/	/	/	/	/	/	/	/	D/L	NF	NF	/	/	F	/	F	/	RC 0930	/	/	/	F	/	LAST STRAW L ENGINES		/	/	/	/	
1450	/	MAJOR MAINTENANCE		/	/	/	/	/	/	RC 0930	F	U/L	/	/	/	/	/	/	/	/	/	/	/	/	/	D/L	/	NF	/	F	
1451	/	/	/	/	/	D/L	NF	/	/	/	NF	NF	RC 0930	/	NF	/	F	/	/	/	/	/	/	U/L	/	/	/	/	/	/	
1452	/	MAJOR MAINTENANCE		/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
1453	/	TOC	/	NF	NF	RC 1330 PDM 1430	/	/	NF	PE	NF	U/L	/	/	/	/	/	/	/	/	/	/	/	/	/	D/L	F	/	/	/	
1455	/	D/L	/	RF	/	RF	/	RC 0930	NF	/	NF	/	/	/	/	NF	/	U/L	/	/	/	/	/	/	/	/	/	/	/	/	/
1456	/	/	/	/	/	/	/	/	D/L	NF	NF	RC 1330 PDM 1430	PE	/	F	/	NF	/	/	/	/	/	/	/	U/L	/	/	/	/	/	

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WA - Wash Rack PE - Personnel ED - Equipment PS - Practice U/L - Upload
D/L - Download RC - Records Check SWL - Practice Wpn Loading PF - Post Flight NF - Night Flight
RDS - Ready Acft PT - Paint SR - Supply Liaison Records

SECTION C		305TH BOMB WING (M) TAIL NUMBER SCHEDULE FOR JULY 61																												APPENDIX II (27 June 61)		
ACFT NUMBER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		
1457	/	/	/	F	LAST STRAW 4 ENGINES				/	/	/	RC	0930	NF	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	DL	F
1460	/	/	U/L	/	/	/	/	/	/	/	/	/	/	/	DL	/	F	/	F	/	NF	/	/	/	RC	0930	U/L	/	/	/	/	
1462	/	/	/	NF	/	U/L	/	/	/	/	/	/	/	/	/	/	/	B/L	F	/	NF	/	/	RC	1030	F	/	U/L	/	/	/	
1464	/	NF	/	/	NF	/	/	/	/	NF	RC	1330	F	U/L	/	/	/	/	/	/	/	/	/	D/L	NF	/	F	/	/	/	F	
1467	/	/	/	RF	RF	/	/	/	/	NF	NF	/	RC	1430	/	F	/	U/L	/	/	/	/	/	/	/	/	/	/	/	/	D/L	
1468	/	NF	/	/	U/L	/	/	/	/	/	/	/	/	/	/	D/L	NF	/	NF	/	/	/	RC	0930	NF	/	U/L	/	/	/	/	
1471	/	/	/	/	/	/	/	D/L	RF	RF	/	NF	/	RC	0930	F	/	/	/	/	/	U/L	/	/	/	/	/	/	/	/	/	/
1474	/	/	/	D/L	NF	/	/	/	RF	RF	/	NF	/	RC	0930	F	/	U/L	/	/	/	/	/	/	/	/	/	/	/	/	/	/
1480	/	/	/	NF	NF	/	/	U/L	/	/	/	/	/	/	/	/	/	/	/	/	/	D/L	/	NF	/	F	RC	1430	F	RC	0930	
1510	/	/	/	NF	/	Frc	F	/	/	NF	/	U/L	/	/	/	/	/	D/L	F	/	/	RC	1030	F	/	/	/	/	/	/	U/L	

APPENDIX III

CONSOLIDATED 305TH BOMBER AND TANKER INSPECTION REQUIREMENTS
FOR JULY 1961

Type a/c Tail No	Last flt before Insp	Pre-Insp Meeting	Wash Sched	Type Insp	In Dock Sched	Post Dock Schedule	Test Flt	First Activity After Insp.	CBR Monitor
	Date Sched	Date	Date	Hot	Date In	Date	Date	Date	Responsible Section
KC135		Time	Time	Sect.	Date Out	Time	Sched		
KC135 1445	6 Jul 61	29 June 1430			0730 10 Jul 1630 10 Jul	11 Jul 0730-1630	N/A	U/L Alert 12 Jul	
KC135 1453	10 Jul 61	7 Jul 1430			0730 12 Jul 1630 12 Jul	13 Jul 0730-1130	N/A	Nite Flt on 13 July	
KC135 1444	12 Jul 61	11 July 1430			0730 14 Jul 1630 14 Jul	15 Jul (SAT) 0730-1630	N/A	U/L Alert 17 July	
KC135 1456	13 Jul 61	14 July 1430			0730 17 Jul 1630 17 Jul	18 July 0730-1630	N/A	Flt on 19 July	
B58 2460	25 Jul 61	24 July 1430	28 Jul 0930	Hot Sec & PE #1 Engine	0730 31 Jul 1630 1 Aug	0930 2 Aug to 1630 3 Aug	N/A	Flt on 4 Aug	Bomber Insp.

1. The crew chief will attend the pre-inspection meeting.
2. The crew chief will have in his possession all pertinent 781 forms.
3. The crew chief attending the meeting will be the assistant dock chief for this inspection.

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305TH BOMB WING (M)

MAINTENANCE
PRODUCTION SUMMARY
(RCS: AF-D25)

BUNKER HILL AFB, INDIANA

AS OF 31 JUL 1961

AIRCRAFT AND GAM MAINTENANCE PRODUCTION SUMMARY - PARTS I A, B AND C				FROM: 305 BOMB WING (M), Bunker Hill AFB, Ind				PERIOD OF SUMMARY: 1-31 July 1961				REPORTS CONTROL SYMBOL: AF-D25					
REA		STATUS ON BASE				AIRCRAFT TYPE AND MODEL				UE DESIGNATION							
3		SAC ONLY	X	HOST TO ADC	TENANT TO	PRIMARY B-58A	SECONDARY KC-135A	40/20				GAM TYPE AND MODEL UE					
AIR VEHICLE (Aircraft and GAM)							B. INSPECTIONS - NUMBER COMPLETED				C. INSPECTION CLOCKHOURS						
TYPE AND MODEL	NUMBER ASSIGNED	AVERAGE AGE	UNIT EXPERIENCE	MISSION CODE	SORTIES FLOWN	HOURS FLOWN	BASIC POSTFLIGHT	PREFLIGHT	50 HOURLY POSTFLIGHT	PERIODIC	AVERAGE DUTY TO ACCOMPLISH				PERIODIC ELAPSED		
							C	D	E	P	BASIC POSTFLIGHT	PREFLIGHT	HOURLY POSTFLIGHT	PERIODIC	PRE-DOCK TO FCF OR CCTM	CCTM TO CCTM	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
B-58A	*8	1	3/12	CC	17	80	16	22	***	***	2	3.0					
TB-58A	1	6	3/12	TF	**	**	**	**	**	**							
B-47E	4	9	4	CC	19	79	10	17	***	***	2	3.5					
							Turn Around	Pre-Flight	100 HR	600 HR							
KC-135A	21	2	1 9/12	CA	100	669	20	124	18	4	2	2	14	8	73.4	121.8	
C-47A	2	19	4	SC	82	329	49	70	5	2	4	4	12	18			
C-47D	4	19	4	SI/SD	X	X	X	X	X	X	4	4	12	18			
T-33A	4	9	4	TF/SD	57	114	25	26	1	1	4	4	8	15			
TOTAL ALL AIRCRAFT (Exclude GAM)					275	1271											
REMARKS																	
* Seven B-58's assigned and one on loan from the 43rd Bomb/Wing.																	
** B-58 information is consolidated into line 1.																	
*** No area cycles or periodics completed this period.																	
X C-47 information is consolidated into line 6.																	
TYPED NAME AND GRADE (DCM)							SIGNATURE							DATE			
FRANKLIN S. ALLEN, JR., COLONEL USAF							<i>[Signature]</i>							21 AUG 61			
FORM 661 FEB 61 PREVIOUS EDITION IS OBSOLETE.																	

MAINTENANCE PRODUCTION SUMMARY - PARTS II A AND B	FROM: 305 BOMB WING (M), Bunker Hill AFB, Indiana					PERIOD OF SUMMARY: 1-31 July 1961			REPORTS CONTROL SYMBOL: AF-D25	
	MANHOURLY UTILIZATION BY LABOR CODE									
LABOR CODES AND DESCRIPTION	1	2	3	4	5	6	7	8	9	10
MANHOURS AUTHORIZED - ASSIGNED AND UTILIZED IN CODE 01	OMS	FMS	AEMS	SUB TOTAL	DCM STAFF	BASE & TRANS ALERT	TOTAL 4-5-6	MMS		TOTAL ALL ORG.
TOTAL MANHOURS AUTHORIZED (All Labor Codes)	102784	123984	75504	302272	18837	13728	334832	17072		351904
TOTAL MANHOURS ASSIGNED (All Labor Codes)	67242	86112	47264	200618	15914	11672	228204	13536		241740
% ASSIGNED OF AUTHORIZED (2 + 1 x 100)	65	69	63	66	85	85	68	79		69
CODE 01 MANHOURS ASSIGNED	44106	63064	19744	126914		9208	136122			136122
% CODE 01 ASSIGNED OF TOTAL ASSIGNED (4 + 2 x 100)	66	73	42	63		79	60			56
DIRECT CODE 01 MANHOURS - EXCEPTION TIME	16107	21719	6664	44490		5971	50461			50461
DIRECT MANHOURS - MAINTENANCE DATA COLLECTION	15760	22133	6131	44024		4770	48794			48794
% MDC OF ETA DIRECT (7 + 6 x 100)	98	102	92	99		80	97			97
% MDC OF CODE 01 ASSIGNED (7 + 4 x 100)	36	35	31	35		52	36			36
PRODUCTIVE INDIRECT CODES										
ALERT DUTY OR STANDBY	9629	5886	1803	17318		1062	18380	93		18473
SUPERVISION	6977	10595	5132	22704	1806	1452	25962	1218		27180
MAINTENANCE ADMINISTRATION	2715	6210	5110	14235	8143	828	23206	1392		24598
MAINTENANCE ON-BASE TRAINING	12732	6726	14291	33749	1139	286	35174	3609		38783
QUALITY INSPECTION	8	30		38	2582	216	2836			2836
STANDARDIZATION	19	32	284	335			335	374		709
MAINTENANCE MEETINGS	191	161	220	572	22	26	620	8		628
PLANT EQUIPMENT MAINTENANCE	2091	3126	1008	6225		239	6464	1477		7941
CLEANING AND POLICING	1881	3310	467	5688	19	298	6005	296		7001
VEHICLE AND/OR EQUIPMENT OPERATION	1357	3293	1421	6071	152	118	6341	554		6895
STOCK CHASING	364	219	119	702		44	746	21		767
TOOL CRIB SUPPLY	42	1686	31	1759		58	1817	48		1865
780 PROPERTY		2	25	27		3	30			30
CANNIBALIZATION										
MAINTENANCE MANAGEMENT	655	728	1040	2423	1051	139	3613	366		3979
DIRECT SUPPORT/RPIE OPERATOR										
TOTAL PRODUCTIVE INDIRECT MANHOURS (Codes 02 thru 17)	38661	42034	31151	111846	14914	4769	131529	10156		141685
% PRODUCTIVE INDIRECT OF AVAILABLE MANHOURS (TOTAL + DI x 100)										73

MAINTENANCE PRODUCTION SUMMARY - PARTS II C, D, E AND F		FROM: 305 BOMB WING (M), Bunker Hill AFB, Indiana				PERIOD OF SUMMARY: 1-31 July 1961			REPORTS CONTROL SYMBOL: AF-D25		
LABOR CODES AND DESCRIPTION		MANHOOR UTILIZATION BY LABOR CODE									
		1	2	3	4	5	6	7	8	9	10
		OMS	FMS	AEMS	SUB TOTAL	DCM STAFF	BASE & TRANS ALERT	TOTAL 4-5-6	MMS		TOTAL ALL ORG.
C. NON-PRODUCTIVE INDIRECT CODES											
20	LAG - ASSISTANCE	147	339	224	710		21	731	13		744
21	LAG - EQUIPMENT	117	82	202	401			401	6		407
22	LAG - TRANSPORTATION	4	201	60	265		28	293			293
23	LAG - WEATHER	166	20	25	211		10	221			221
24	LAG - PARTS	87	209	48	344		123	467	4		471
TOTAL NON-PRODUCTIVE INDIRECT MANHOURS		522	851	559	1932		182	2113	23		2136
% NON-PRODUCTIVE INDIRECT OF AVAILABLE MANHOURS (TOTAL + D1 x 100)		.9	1.3	1.5	1.2		1.7	1.1	.2		1.1
1	TOTAL A6 + B + C (ETA Available Manhours)	55289	64604	38374	158267	14914	10922	184103	10179		192282
2	TOTAL A7 + B + C (MDC Available Manhours)	54942	65018	37841	157801	14914	9721	182436	10179		192615
3	DIFFERENCE (1 - 2)	347	-414	533	466		1201	1667			1667
ABSENCE CODES											
30	MILITARY TRAINING	740	198	311	1249	61	151	1463	272		1735
31	SQUADRON OR BASE DUTIES	1924	216	1291	3461	229	152	3842	567		4409
32	FLYING - NON-MAINTENANCE	236	64	37	337	7	179	523			523
33	TDY MAINTENANCE TRAINING	74	5101	3265	8440	96	96	8532	960		9592
34	TDY MAINTENANCE DUTY	668	124	116	908	88		996	4		1000
35	TDY OTHER	176	307	270	753	184		937			937
36	PERSONNEL PROCESSING	506	766	325	1597	36	46	1679	12		1691
E. TOTAL DUTY ABSENCE MANHOURS (30 thru 36)		4324	6806	5615	16745	701	626	18072	1815		19887
40	COMPENSATORY TIME FOR OVERTIME	5898	1066	391	7355	66	1326	8747	32		8779
41	EXCUSED FROM DUTY	1102	177	854	3727	25	47	3799	214		4013
42	LEAVE - OFFICIAL	5280	7294	3720	16194	672	974	17840	868		18728
43	SICK LEAVE - CIVILIAN			5	5			5			5
44	MEDICAL - MILITARY	664	802	460	1933	47	246	2226	73		2299
45	PERSONAL AFFAIRS	616	608	320	1544	34	71	1649	81		1730
46	AWOL OR CONFINED		12		12			12			12
F. TOTAL NON-DUTY ABSENCE MANHOURS (40 thru 46)		13560	11460	5750	30770	814	2661	34278	1283		35566
TOTAL ABSENCE MANHOURS (E + F)		17884	18266	11365	47515	1545	3290	52350	3103		55453

MAINTENANCE PRODUCTION SUMMARY - PARTS III A, B, C, D AND E				FROM	PERIOD OF SUMMARY	REPORTS CONTROL SYMBOL													
				305 BOMB WING (M) Bunker Hill AFB, Indiana	1-31 July 1961	AF - D25													
A. MAINTENANCE STAFF MANNING				B. GROUND SUPPORT EQUIPMENT MAINTENANCE MANNING															
FUNCTION	PERSONNEL ASSIGNED			% BY SHIFT			FUNCTION	PERS ASSIGNED			% BY SHIFT								
	OFF	AMN	CIV	TOTAL	A	B		C	OFF	AMN	CIV	A	B	C	ETA 01	MDC 01	CODE 02	CODE 03	CODE 16
1 DEPUTY COMMANDER MAINTENANCE	2	1	1	4				1 SUPERVISION	6										454
2 ADMINISTRATION		7		7				2 DISPATCH & CONTROL	16										376
3 QUALITY CONTROL	1	22		23				3 SERVICING & Insp.	33					2224	2316	154	771		
4 MAINTENANCE CONTROL	4	33		37	85	9	6	4 UNSCHEDULED MAINT.											
5 REPORTS AND ANALYSIS	1	11		12				5 DAILY INSPECTION											
6 TRAINING CONTROL	1	10	7	18				6 PERIODIC INSPECTION											
7 TOTAL (1 thru 6)	9	84	8	101				7 FIELD MAINTENANCE	22					1543	1483	193	620		
								8 TOTAL (1 thru 7)	77					3767	3799	347	2221		
C. PRODUCTION BY FUNCTION AND AIR VEHICLE TYPE AND MODEL																			
FUNCTION	PERSONNEL ASSIGNED			AIR VEHICLE TYPE AND MODEL										D. OTHER WORKLOADS					
	OFF	AMN	CIV	% BY SHIFT			B-58A	B-47B	KC-135A	C-47	T-33A	OTHER	TOTAL	PREFIX	MANHOURS				
				A	B	C	PRODUCTIVE MANHOURS										SL		
FLIGHT LINE	5	424					5953	1415	6314				54	13736	SO	364			
PERIODIC		58					5		1342					1347	TOTAL	471			
FLIGHT LINE															MISCELLANEOUS SHOP				
PERIODIC															FUNCTION	MANHOURS			
SHOP	4	597	8				5275	829	5358	383	505	1417	11067	AIR VEH NOT IDENTIFIED	1253				
FLIGHT LINE														SUPPORT EQUIPMENT	7963				
PERIODIC														NON-AERO EQUIPMENT	2207				
SHOP	7	296	15				1984	262	1789	31	10	157	4233	TENANT SUPPORT					
BASE FLIGHT	1	76								2474	902	1330	4706	OMS					
TOTAL	17	1451	23				10517	2506	14803	2888	1417	2958	35089	FMS					
MMS	3	87												AEMS					
PMEL		13												OTHER					
OVERALL TOTAL	20	1551	23											TOTAL					
E. MAINTENANCE ANALYSIS EXPERIENCE																			
	GRADE	AFCS	MEPA	GRADE	AFCS	MEPA	GRADE	AFCS	MEPA	GRADE	AFCS	MEPA							
	Capt	4351	Y60	SSgt	43430		A1C	43430											
	SSgt	43470	Y61	SSgt	43430	Y60	A2C	68150											
	SSgt	43470		SSgt	43430	Y61	A2C	70230											
	SSgt	43470		SSgt	43430	Y60	A2C	68150											

MAINTENANCE PRODUCTION SUMMARY - PARTS III F & G				FROM: 305 BOMB WING (M) Bunker Hill AFB, Ind.	PERIOD OF SUMMARY 1-31 July 1961	REPORTS CONTROL SYMBOL AF - D25			
F. TRANSIENT ALERT PRODUCTION									
I. AIRCRAFT				2. ARRIVALS BY HOURLY INTERVAL					
DESCRIPTION	NUMBER			MONDAY THROUGH FRIDAY			SATURDAY-SUNDAY AND HOLIDAYS		
	PROCESSED	SERVICED	REQUIRING MAINTENANCE	0800 TO 1700	1700 TO 2400	2400 TO 0800	0800 TO 1700	1700 TO 2400	2400 TO 0800
JET									
1 SINGLE ENGINE	155	155	34	81	34	8	30	2	
2 TWO ENGINE	46	46	20	24	10	2	9	1	
3 FOUR ENGINE	49	30	7	25	13	2	10	1	
4 SIX ENGINE									
5 EIGHT ENGINE									
6 HELICOPTER									
7 JET TOTAL	250	231	63	130	55	12	49	4	
RECIPROCATING									
8 SINGLE ENGINE	14	14	1	7	3	1	3		
9 TWO ENGINE	97	52	23	50	21	5	19	2	
10 FOUR ENGINE	40	23	7	21	9	2	8		
11 HELICOPTER									
12 RECIPROCATING TOTAL	151	89	31	78	33	8	30	2	
13 TOTAL (JET AND RECIPROCATING)	401	320	94	208	88	20	79	6	
G. DIRECT MANHOURS									
DESCRIPTION	AVAILABLE TRANSIENT ALERT (Exception) 1	PRODUCTIVE TRANSIENT ALERT (MDC) 2	FIELD MAINT DIRECT ON TRANSIENT AIRCRAFT 3	A&E MAINT DIRECT ON TRANSIENT AIRCRAFT 4	OTHER MAINT DIRECT ON TRANSIENT AIRCRAFT 5	TOTAL MAINT DIRECT ON TRANSIENT AIRCRAFT 6			
1 JET TOTAL									
2 RECIPROCATING TOTAL									
3 TOTAL	7159	1290	7137	257	51	2918			

MAINTENANCE PRODUCTION SUMMARY - PARTS IVA & B							FROM: 305 Bomb Wing (M) Bunker Hill AFB, Indiana		SQUADRON <input checked="" type="checkbox"/> OMS <input type="checkbox"/> FMS <input type="checkbox"/> AEMS <input type="checkbox"/> ASS <input type="checkbox"/>				PERIOD OF SUMMARY 1-31 July 1961		REPORTS CONTROL SYMBOL AF - D25	
A. AIR VEHICLE (Type & Model)	PRODUCTIVE MANHOURS BY WORK ORDER PREFIX														TOTAL ALL COLUMNS	
	A	B	C	D	E	P	R		S	T	SA	SB	SC	SJ		SR
	SERVICE	NON-SCHEDULED MAINT	BASIC POST-FLIGHT	PREFLIGHT	HOURLY POST-FLIGHT	PERIODIC	FIELD MAINTENANCE (Physically Possessed by Field or A&E Shop)		MODIFICATION	TIME COMPLIANCE TECH ORDER ACCOMP.	REPAIR OF AIR VEHICLE PRE-ISSUE	REPAIR OF AIR VEHICLE PARTS-MASTER REPAIR OR SUPPLY W.O.	MFG OF PARTS, BITS OR PIECES	JET ENGINE MAINT		RECIP ENGINE MAINT
1 B-58A	1322	3477	355	784		15				5						5958
2 B-47B	243	550	142	441	39											1415
3 KC-135A	3113	1987	382	1727	237	208			2							7656
4 OTHER	46	8														54
5																
6																
7																
8																
TOTAL ALL AIR VEHICLES	4724	6022	879	2952	276	223			7							15083
PERCENT EACH PREFIX OF TOTAL	31.3	39.9	5.8	19.6	1.8	1.5			.1							100
6 MONTH %	32.5	32.5	6.8	18.3	2.9	6.2			.8							100
B. SHOP PDN AIR VEHICLE NOT IDENTIFIED. SUPPORT EQP- NON-AERO	SA	SB	SC	SF	SH	SK	SP	SS	SW	SL	SO	GSE		TOTAL ALL COLUMNS		
	REPAIR OF PRE-ISSUE	MASTER REPAIR SCHEDULE AND BASE SUPPLY WORK ORDER	MFG OF AIR VEHICLE PARTS, BITS AND PIECES	REPAIR AND MFG FOR AIR VEHICLE SUPPORT EQP	REPAIR OF NON-AERO- NAUTICAL EQP	MFG OF NON- AERONAUT- ICAL EQP	INSPECTION REPAIR AND MAINT OF PERSONAL EQP	RECLAMA- TION	TECH ORDER COMPLIANCE (00-20K Series TO's, etc.)	SCHEDULED CALIBRATION PME	UNSCHEDULED CALIBRATION PME	TOTAL				
																386
TOTAL														386	386	
PERCENT EACH PREFIX OF TOTAL														100	100	
6 MONTH %														100	100	

MAINTENANCE PRODUCTION SUMMARY PARTS IVA & B		FROM: 305 BOMB WING (M) Bunker Hill AFB, Indiana		SQUADRON <input type="checkbox"/> OMS <input checked="" type="checkbox"/> FMS <input type="checkbox"/> AEMS <input type="checkbox"/> ASS <input type="checkbox"/>		PERIOD OF SUMMARY 1-31 July 1961		REPORTS CONTROL SYMBOL AF - D25								
A. AIR VEHICLE (Type & Model)	PRODUCTIVE MANHOURS BY WORK ORDER PREFIX															TOTAL ALL COLUMNS
	A	B	C	D	E	P	R		S	T	SA	SB	SC	SJ	SR	
	SERVICE	NON-SCHEDULED MAINT	BASIC POST-FLIGHT	PREFLIGHT	HOURLY POST-FLIGHT	PERIODIC	FIELD MAINTENANCE (Physically Possessed by Field or A&E Shop)		TIME COMPLIANCE TECH ORDER ACCOMP.	REPAIR OF AIR VEHICLE PRE-ISSUE	REPAIR OF AIR VEHICLE PARTS-MASTER REPAIR OR SUPPLY W.O.	MFG OF PARTS, BITS OR PIECES	JET ENGINE MAINT	RECIP ENGINE MAINT		
1 B-58A	30	1794	54	62						49	388	190		8		2575
2 B-47B	2	279	3	9	12						349	54		121		829
3 KC-135A	55	2203	49	35	24	533				155	1289	410	602	3		5358
4 C-47	5	84		6	10	213					17	48				383
5 T-33A		260		2		121			36		51	35				505
6 OTHER	6	49									1327	35				1417
7																
8																
TOTAL ALL AIR VEHICLES	98	4669	106	114	46	867			36	204	3421	772	602	132		11067
PERCENT EACH PREFIX OF TOTAL	.9	42.2	1.0	1.0	.4	7.8			.3	1.8	30.9	7.0	5.4	1.2		100
6 MONTH %	.5	38.1	1.0	1.1	2.8	14.3			.1	4.3	12.3	4.5	1.4	19.5		100
B. SHOP PDN AIR VEHICLE NOT IDENTIFIED. SUPPORT EQP- NON-AERO	SA	SB	SC	SF	SH	SK	SP	SS	SW	SL	SO	GSE	TOTAL		TOTAL ALL COLUMNS	
	REPAIR OF PRE-ISSUE	MASTER REPAIR SCHEDULE AND BASE SUPPLY WORK ORDER	MFG OF AIR VEHICLE PARTS, BITS AND PIECES	REPAIR AND MFG FOR AIR VEHICLE SUPPORT EQP	REPAIR OF NON-AERO- NAUTICAL EQP	MFG OF NON- AERONAUT- ICAL EQP	INSPECTION REPAIR AND MAINT OF PERSONAL EQP	RECLAMA- TION	TECH ORDER COMPLIANCE (00-20K Series TO's, etc.)	SCHEDULED CALIBRATION PME	UNSCHEDULED CALIBRATION PME		TOTAL			
TOTAL	376	64	180	3009	1344	736	31	141	49				3880		9810	
PERCENT EACH PREFIX OF TOTAL	3.8	.7	1.8	30.7	13.7	7.5	.3	1.4	.5				39.6		100	
6 MONTH %	4.6	.6	1.2	41.1	14.9	12.0	.4	1.7	1.2				22.4		100	

MAINTENANCE PRODUCTION SUMMARY - PARTS IYA & B		FROM: 305 BOMB WING (M) Bunker Hill AFB, Indiana				SQUADRON <input type="checkbox"/> OMS <input type="checkbox"/> FMS <input checked="" type="checkbox"/> AEMS <input type="checkbox"/> ASS <input type="checkbox"/>				PERIOD OF SUMMARY 1-31 July 1961		REPORTS CONTROL SYMBOL AF - D25			
A.		PRODUCTIVE MANHOURS BY WORK ORDER PREFIX													
VEHICLE (No & Model)	SERVICE	*NON-SCHEDULED MAINT	BASIC POST-FLIGHT	PREFLIGHT	HOURLY POST-FLIGHT	PERIODIC	FIELD MAINTENANCE (Physically Possessed by Field or A&E Shop)		TIME COMPLIANCE TECH ORDER ACCOMP.	REPAIR OF AIR VEHICLE PRE-ISSUE	REPAIR OF AIR VEHICLE PARTS-MASTER REPAIR OR SUPPLY W.O.	MFG OF PARTS, BITS OR PIECES	JET ENGINE MAINT	RECIP ENGINE MAINT	TOTAL ALL COLUMNS
							REPAIR	MODIFICATION							
58A	20	1568	33	37						84	241				1984
47B	91	6								97	68				262
135A	8	1070	28	73		42			1	457	110				1789
47		9								22					31
33A		4								6					10
HER		16								123	18				157
TOTAL ALL VEHICLES	119	2673	61	110		43			1	789	437				4233
PERCENT EACH PREFIX TOTAL	2.8	63.1	1.4	2.6		1.0				18.6	10.3				100
MONTH %	1.1	56.0	1.2	2.4		3.5			.8	26.2	8.0				100
B. SHOP PDM VEHICLE NOT IDENTIFIED. SUPPORT EQP - NON-AERO		SA	SB	SC	SF	SH	SK	SP	SS	SW	SL	SO	TOTAL ALL COLUMNS		
		REPAIR OF PRE-ISSUE	MASTER REPAIR SCHEDULE AND BASE SUPPLY WORK ORDER	MFG OF AIR VEHICLE PARTS, BITS AND PIECES	REPAIR AND MFG FOR AIR VEHICLE SUPPORT EQP	REPAIR OF NON-AERONAUTICAL EQP	MFG OF NON-AERONAUTICAL EQP	INSPECTION REPAIR AND MAINT OF PERSONAL EQP	RECLAMATION	TECH ORDER COMPLIANCE (00-20K Series TO's, etc.)	SCHEDULED CALIBRATION PME	UNSCHEDULED CALIBRATION PME			
TOTAL		261	159		688	41	10	45		23	107	364			1698
PERCENT EACH PREFIX TOTAL		15.4	9.4		40.5	2.4	.6	2.7		1.4	6.3	21.4			100
MONTH %		22.1	6.5		29.5	1.0	.2	3.8		2.4	11.0	37.7			100

MAINTENANCE PRODUCTION SUMMARY PARTS IVA & B							FROM: 305 BOMB WING (M) Bunker Hill AFB, Indiana	SQUADRON <input type="checkbox"/> OMS <input type="checkbox"/> FMS <input type="checkbox"/> AEMS <input checked="" type="checkbox"/> ASS <input type="checkbox"/>				PERIOD OF SUMMARY 1-31 July 1961	REPORTS CONTROL SYMBOL AF - D25			
A. AIR VEHICLE (Type & Model)	PRODUCTIVE MANHOURS BY WORK ORDER PREFIX														TOTAL ALL COLUMNS	
	A	B	C	D	E	P	R FIELD MAINTENANCE (Physically Possessed by Field or A&E Shop)		T	SA	SB	SC	SJ	SR		
	SERVICE	NON- SCHEDULED MAINT	BASIC POST- FLIGHT	PREFLIGHT	HOURLY POST- FLIGHT	PERIODIC	REPAIR	MODIFI- CATION	TIME COMPLIANCE TECH ORDER ACCOMP.	REPAIR OF AIR VEHICLE PRE-ISSUE	REPAIR OF AIR VEHICLE PARTS-MAS- TER REPAIR OR SUPPLY W.O.	MFG OF PARTS, BITS OR PIECES	JET ENGINE MAINT	RECIP ENGINE MAINT		
1 C-47	181	410	154	267	415	1050									2474	
2 T-33A	138	267	32	108	94	263									902	
3 OTHER	1284	38		7	1										1330	
4																
5																
6																
7																
8																
TOTAL ALL AIR VEHICLES	1603	715	186	382	507	1313									4706	
PERCENT EACH PREFIX OF TOTAL	34.1	15.2	4.0	8.1	10.8	27.9									100	
6 MONTH %	27.3	19.1	4.8	9.0	22.6	16.7									100	
B. SHOP PDN AIR VEHICLE NOT IDENTIFIED. SUPPORT EQP. NON-AERO	SA	SB	SC	SF	SH	SK	SP	SS	SW	SL	SO			TOTAL ALL COLUMNS		
	REPAIR OF PRE-ISSUE	MASTER REPAIR SCHEDULE AND BASE SUPPLY WORK ORDER	MFG OF AIR VEHICLE PARTS, BITS AND PIECES	REPAIR AND MFG FOR AIR VEHICLE SUPPORT EQP	REPAIR OF NON-AERO- NAUTICAL EQP	MFG OF NON- AERONAUTI- CAL EQP	INSPECTION REPAIR AND MAINT OF PERSONAL EQP	RECLAMA- TION	TECH ORDER COMPLIANCE (00-20K Series TO's, etc.)	SCHEDULED CALIBRATION PME	UNSCHEDULED CALIBRATION PME					
	TOTAL															
PERCENT EACH PREFIX OF TOTAL																
6 MONTH %																

SAC FORM 665 FEB 61

PREVIOUS EDITION IS OBSOLETE
REPLACES SAC FORM 665A 6 FEB 59 WHICH ARE OBSOLETE

MAINTENANCE PRODUCTION SUMMARY - PARTS V A, B AND C		FROM: 305 BOMB WING (M) Bunker Hill AFB, Indiana				PERIOD OF SUMMARY 1-31 July 1961			REPORTS CONTROL SYMBOL AF-D25		
LABOR CODES AND DESCRIPTION	MANHOURLY ASSIGNMENT AND UTILIZATION BY LABOR CODE										
	1	1a	2	2a	3	3a	4	4a	5	6	6a
	MANHOURS ASSIGNED BY CODE	% ASSIGNED EACH CODE OF TOTAL ASSIGNED	MANHOURS BY CODE OF ASSIGNMENT EXPENDED IN CODE 01	% OF ASSIGNED EXPENDED IN CODE 01	TOTAL MANHOURS EXPENDED BY LABOR CODE	% OF TOTAL BY CODE	OVERTIME MANHOURS BY LABOR CODE	% OF TOTAL OVERTIME BY CODE	MANHOURS EXPENDED BY CODE AS A % OF MANHOURS ASSIGNED IN THE CODE	TOTAL MAINTENANCE DATA COLLECTION MANHOURS	% MDC OF ETA
A. 01 DIRECT LABOR	136122	56.3	48555	35.7	50461	26.0	4628	29.5	37	48794	97
02 ALERT DUTY OR STANDBY					18473	9.5	7941	50.6			
03 SUPERVISION	32096	13.3	347	1.1	27180	11.0	1259	8.0	85		
04 MAINTENANCE ADMINISTRATION	20770	8.6	683	3.3	24598	12.7	466	3.0	117		
05 MAINTENANCE ON-BASE TRAINING	38040	15.7	861	2.3	38783	20.0	439	2.7	102		
06 QUALITY INSPECTION	2984	1.2			2836	1.5	18	.1	95		
07 STANDARDIZATION	760	.3	11	1.4	709	.4	72	.5	93		
08 MAINTENANCE MEETINGS					628	.3	43	.3			
09 PLANT EQUIPMENT MAINTENANCE					7941	4.1	69	.4			
10 CLEANING AND POLICING					7001	3.6	175	1.1			
11 VEHICLE AND/OR EQUIPMENT OPERATION	5912	2.4			6895	3.5	76	.5	117		
12 STOCK CHASING					767	.4	19	.1			
13 TOOL CRIB SUPPLY	832	.3	4	.5	1865	1.0	3		224		
14 780 PROPERTY					30						
15 CANNIBALIZATION											
16 MAINTENANCE MANAGEMENT	4224	1.7			3979	2.0	141	.9	94		
17 DIRECT SUPPORT/RPIE OPERATOR											
B. TOTAL PRODUCTIVE INDIRECT (Codes 02 thru 17)	105618	43.7	1906	1.8	141685	72.9	10701	68.2	134		
20 LAG - ASSISTANCE					744	.4	172	1.1			
21 LAG - EQUIPMENT					107	.2	91	.6			
22 LAG - TRANSPORTATION					293	.2	52	.3			
23 LAG - WEATHER					221	.1	32	.2			
24 LAG - PARTS					471	.2	25	.2			
C. TOTAL NON-PRODUCTIVE INDIRECT (Codes 20 thru 24)					2136	1.1	371	2.4			
D. TOTAL (A + B + C) (Codes 01 thru 24)	241740		49615		646346		11771		134		80

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MAINTENANCE PRODUCTION SUMMARY - PARTS V D AND E		FROM: 305 BOMB WING (M) Bunker Hill AFB, Indiana			PERIOD OF SUMMARY: 1-31 July 1961		REPORTS CONTROL SYMBOL: AF-D25
LABOR CODES AND DESCRIPTION	MANHOURLY DISTRIBUTION BY ABSENCE CODE					REMARKS	
	1 TOTAL MANHOURS EXPENDED BY ABSENCE CODE	1a % OF CATEGORY	1b % OF TOTAL ABSENCE	2 OVERTIME MANHOURS BY LABOR CODE	2a % EACH CODE OF TOTAL		
30 MILITARY TRAINING	1735	8.7	3.1	165	10.7		
31 SQUADRON OR BASE DUTIES	4409	22.2	8.0	879	57.2		
32 FLYING - NON-MAINTENANCE	523	2.6	.9	332	21.6		
33 TDY MAINTENANCE TRAINING	9592	48.2	17.3				
34 TDY MAINTENANCE DUTY	1000	5.0	1.8	154	10.0		
35 TDY OTHER	937	4.7	1.7	6	.4		
36 PERSONNEL PROCESSING	1691	8.5	3.0				
D. TOTAL DUTY ABSENCE (30 thru 36)	19887		35.9	1536			
40 COMPENSATORY TIME FOR OVERTIME	8779	24.7	15.8				
41 EXCUSED FROM DUTY	4013	11.3	7.2				
42 LEAVE - OFFICIAL	18728	52.7	33.8				
43 SICK LEAVE - CIVILIAN	5						
44 MEDICAL - MILITARY	2299	6.5	4.1				
45 PERSONAL AFFAIRS	1730	4.9	3.1				
46 AWOL OR CONFINED	12						
E. TOTAL NON-DUTY ABSENCE (40 thru 46)	35566	100	64.1				
TOTAL ABSENCE (D + E)	55453						

MAINTENANCE PRODUCTION SUMMARY - PART VI A		FROM: 305 BOMB WING (M) Bunker Hill AFB, Indiana										PERIOD OF SUMMARY 1-31 July 1961				REPORTS CONTROL SYMBOL AF-D25							
A.	FIELD MAINTENANCE WORK CENTER	SHOP REPAIR DATA																TOTAL I A, F, G, J, L, X, 2, 3, 4, 5, 6 & 7	TOTAL II A, F, G, J, L AND X	% TOTAL II OF TOTAL I	% MONTH %		
		A	B	C	E	F	G	J	L	X	1	2	3	4	5	6	7					8	
ITEMS PROCESSED BY ACTION TAKEN CODE (MDC Report Number 10)																							
1	JET ENGINE SHOP	2					4			53								3	59	59	100	99.6	
2	RECIPROCATING ENGINE SHOP																						
3	PROPELLER SHOP																						
4	PROPULSION TOTAL (1 thru 3)	2					4			53								3	59	59	100	99.6	
5	REPAIR AND RECLAMATION SHOP		25	50		4	4											23	8	8	100	99.6	
6	FUEL SYSTEM SHOP																						
7	GROUND SUPPORT EQUIPMENT SHOP			1						30	1								30	30	100	100	
8	AERO-REPAIR TOTAL (5 thru 7)		25	51		4	4			30	1							23	38	38	100	99.7	
9	PNEUDRAULIC SHOP	2	3	3		23	21		3	132	1			19				72	200	181	91	94.1	
10	INFLIGHT REFUELING SHOP		2		2		2											2	2	2	100	66.7	
11	ELECTRIC SHOP	2	38	20	12	13	5		3	64			7			3		33	100	87	87	91.1	
12	INSTRUMENT SHOP		133	17	8	21	2	16		11	3	3	9					24	62	50	81	91.2	
13	MECHANICAL ACCESSORIES (B-58)	1	6			6												22	15	7	47	88.5	
14	ACCESSORIES TOTAL (9 thru 13)	5	182	40	22	63	30	16	6	207	4	14	35			3		151	379	327	86	92.6	
15	MACHINE SHOP		1			28													28	28	100	100	
16	STRUCTURAL REPAIR SHOP	9	1		3	41	1											4	51	51	100	100	
17	WELDING SHOP	3				23				89									115	115	100	100	
18	PAINT SHOP							3											3	3	100	100	
19	SURVIVAL EQUIPMENT SHOP	119			44	82	76			446								1	753	753	100	100	
20	FABRICATION TOTAL (15 thru 19)	161	2		47	174	77	3		535								5	950	950	100	100	
21	FIELD MAINTENANCE TOTAL (4 + 8 + 14 + 20)	168	228	91	63	215	225	39	6	825	5	14	35			3		182	1426	1374	96	99	

MAINTENANCE PRODUCTION SUMMARY - PART VI B		FROM: 305 BOMB WING (M) Bunker Hill AFB, Indiana										PERIOD OF SUMMARY 1-31 July 1961						REPORTS CONTROL SYMBOL AF-D25					
B. ARMAMENT - ELECTRONICS MAINTENANCE (Aircraft Systems)		SHOP REPAIR DATA																		TOTAL I	TOTAL II	% TOTAL II OF TOTAL I	% MONTH
WORK CENTER		A	B	C	E	F	G	J	L	X	1	2	3	4	5	6	7	8	A, F, G, J, L, X, 2, 3, 4, 5, 6 & 7	A, F, G, J, L AND X	TOTAL I	%	6 MONTH
1	COMMUNICATION SYSTEM	3	10		16	113			4	75	1	2		3				5	200	195	98	97.4	
2	NAVIGATION SYSTEM	16	76	1	3	51			25	6		1		4		2		50	105	98	93	94.3	
3	ECM SYSTEM		8			7			1					3				2	11	8	73	82.4	
4	COMMUNICATION - NAVIGATION AND ECM TOTAL (1 thru 3)	19	94	1	19	171			30	81	1	3		10		2		57	316	301	95	95.9	
5	BOMB/NAV SYSTEM	18	31	5		6	6	1		2	1	6		1				13	40	33	83	69.0	
6	AUTOPILOT/COMPASS SYSTEM	3	21	2		5			4	3		1						11	16	15	94	94.5	
7	PHOTOGRAPHIC SYSTEM		1			2			1	1									4	4	100	100	
8	FLIGHT CONTROL SYSTEM (B-58)		1			1						1		1				2	3	1	33	60.0	
9	BOMB/NAV SYSTEM TOTAL (5 thru 8)	21	54	7		14	6	1	5	6	1	8		2				26	63	53	84	83.0	
10	FIRE CONTROL SYSTEM			1		6													6	6	100	100	
11	RELEASE SYSTEM					1						1							2	1	50	50.0	
12	ARMAMENT SYSTEMS TOTAL (10 + 11)			1		7						1							8	7	88	92.9	
13	ARMAMENT - ELECTRONICS MAINTENANCE TOTAL (4 + 9 + 12) (Aircraft Systems Only)	40	148	1	19	32	6	1	35	81	2	11		15		2		69	387	361	93	94.6	

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SECTION II

1. AIRCRAFT NOT AVAILABLE FOR FLYING

With 262 aircraft days lost out of 441 aircraft days assigned, the KC-135 non-availability rate was 59.4%, a decrease of 9.6% less than June. We had two aircraft in OCAMA for major maintenance. Cause of days lost in July are as follows:

	Aircraft Days
TOC	0
Project "Last Straw"	14
OCAMA (Major Maintenance)	28
Alert	210
Reflex Support	10
Total	262

2. MAINTENANCE DELAYS

There were no notable delays in maintenance performance other than the lag codes listed below:

Cause	Lag Code	OMS	FMS	AEMS	Manhours Expended	
					B/F	Total
Assistance	20	147	339	224	21	731
Equipment	21	117	82	202	0	401
Transport	22	4	201	60	28	293
Weather	23	166	20	25	10	221
Parts	24	87	209	48	123	467
Total		521	851	559	182	2113

This is an increase of 725 manhours over the month of June.

3. SUPPLY EFFECTIVENESS

Cannibalizations for B-58 for July:

3 each Printer	5895-R623517-5
1 each Trunion Pen	1620-697-6918
1 each Gage	6035-609-43-

2 each Rec. transmitter	5826-691-4897
1 each Nut plate	5325-779-7734
1 each Screw	5305-811-9506
1 each Control valve	1620-779-3716
1 each Panel	1280-831-0859
1 each P.C.L.A. Filter Tit	1650-532-7507
2 each Airspeed Ind.	6610-799-9221

Cannibalizations for KC-135 for July:

1 each Pres. cont.	6615-672-9664
1 each Dual channel coupler	Rist. 5905-608-4546
1 each Shaft	1AFI-1560-704-0075
1 each Valve, filter	1650-540-0182
1 each Gen co-pilot	LAGEN-6115-557-3315
1 each Receiver, R761	5821-630-8983
1 each Altitude pres. valve	1616-555-0700
1 each Gyro	6615-581-7265
1 each RT/Receiver	6130-806-8800
2 each Coupler	6616-673-1261
1 each Coupler	5821-765-6908

4. POL EFFECTIVENESS

No deficiencies for the month of July.

5. VARIANCE IN DIRECT MANHOURS

No significant variance in direct manhours expenditure of repetitive jobs was noted during the month.

6. BORROWED AND LOANED MANHOURS

FTD borrowed 8516 manhours in July. This is the largest number of manhours borrowed in July and is a decrease of 838 manhours from the June figure 9354.

7. ABSENCE FACTORS

The duty absence for the Wings in the month of July

was 19887 manhours. This is 2% of the total assigned and a decrease of 9698 manhours in comparison to the month of June.

8. TDY MAINTENANCE DUTY

Manhours expended in TDY maintenance duty for July were as follows:

OMS	668
FMS	124
AEMS	116
B/F	0
Total	908

This is a decrease of 360 manhours over the month of June.

9. CANCELLATIONS - KC-135 - NONE

10. LATE TAKE-OFFS KC-135

Tail #	Date	When Dis-covered	How Mal.	Mal Dis-covered by	Correct Mal.
59-1468	3 Jul	Before flt.	#4 starter malfunction	Aircrew	Replaced Starter

On aircrew engine start, #4 eng. failed to start. Removed and replaced #4 starter. A UR was previously submitted and also a complete analysis of all starter malfunction was accomplished.

Tail #	Date	When Dis-covered	How Mal.	Mal Dis-covered by	Correct Mal.
59-1456	13 Jul	Before flt.	#3 eng. elect. control valve (water) inop	Aircrew	Water inject. pump removed & replaced

#3 engine electrical control water valve out. Water injection pump was found to be frozen. Removed and replaced/corrective action has been initiated whereby these items are manually and visually actuated on each pre-flight inspection as well as on ISR inspections.

il #	Date	When Dis-covered	How Mal.	Mal Dis-covered	Correct
59-1467	17 Jul	Take-off roll	Water inject. switch inop on right side	Aircrew	Repaired attached elect. connect. on water pump

During take-off roll water injection switch failed to operate on right side. Phase A&C were found to be opened. Replaced attached electrical connections on water pump. Corrective action as been initiated whereby these items are manually and visually actuated on each pre-flight inspection as well as on ISR inspections.

11. ADDITIONS - KC-135 - None.

12. HIGHER HEADQUARTERS - No items to report for July

13. MANHOURS EXPENDED IN PREPARATION OF AF-D25

Collection of Data	94 Manhours
Recording of Data	54 Manhours
Typing	8 Manhours
Reproduction	6 Manhours

SECTION III
KC-135 AIRCRAFTDeficiencies Cleared on Alert Aircraft

The following is a list of maintenance deficiencies cleared on alert aircraft between time of their download and first flight. The information contained herein is in accordance with 2AF message DMIA 4458, dated 20 December 1960, and DMLB 4986, dated 18 April 1961.

<u>Tail No.</u>	<u>Date Download</u>	<u>Date First Flight</u>	<u>Deficiency</u>
59-1455	3 July 1961	5 July 1961	1. No EPR #4 engine.
59-1471	10 July 1961	11 July 1961	1. Terrain light would not retract.
59-1460	15 July 1961	17 July 1961	1. Boom Operators window heat relay inop. 2. #9 tire would not hold air.
59-1468	17 July 1961	18 July 1961	1. Sextant mount 10° out of align. 2. Nose tire would not hold air.
59-1462	18 July 1961	19 July 1961	1. Tacan inop.
59-1480	21 July 1961	24 July 1961	1. Left nose gear tire would not hold air.
59-1445	22 July 1961	24 July 1961	1. #4 fuel air starter drops out at 12%.
59-1443	25 July 1961	26 July 1961	1. #2 engine will not go above 8%. R&R starter control valve. 2. LOX system leaking.
59-1453	26 July 1961	27 July 1961	1. Accelerometer needle will not come back to "0". 2. Rt main gear snubber low.
59-1450	27 July 1961	31 July 1961	1. Comm. #2 inop.
59-1444	28 July 1961	30 July 1961	1. Comm #2 weak. 2. #3 alternator has "0" voltage output.
59-1467	31 July 1961	1 Aug 1961	1. CP's mike button sticks intermittently.

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Weapon System B-58
Reporting Activity Bunker Hill AFB Ind
As of Date 10 July 1961
Date prepared 14 July 1961

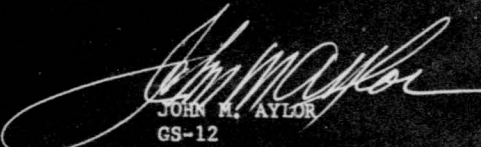
SUBJECT: AFLC Weapon Systems Materiel Officer Report (RCS: AFLC-S-206)

TO: San Antonio Air Materiel Area

1. GENERAL ACTIVITY
2. SUMMARY OF AOC/ANFE/EOCP STATUS
3. STOCK CONTROL AND REQUISITIONING
4. SUMMARY OF PUBLICATIONS
5. PIPELINE TIME
6. LOCAL REPAIR
7. UNIQUE ITEMS REQUIREMENTS
8. PROJECTS
9. EQUIPMENT
10. CANNIBALIZATION
11. COMMENTS AND RECOMMENDATIONS

Copies to:

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DM-4 Col Davis Hq SAC (1 copy)
2AF-DM3A (2 copies)
19th Air Division (2 copies)
Commander 305 BW (1 copy)
Commander 305 CSG (1 copy)
Director of Supply (1 copy)
Deputy Commander for Maintenance (1 copy)
Base Supply Officer (1 copy)
SAAMA (50 copies)


JOHN M. AYLOR
GS-12
SAAMA Weapon System
Logistical Officer

1. GENERAL ACTIVITY:

- a. Lt Col William J. Carson, reported to duty at Bunker Hill AFB, in June as Director of Supply, 305th Bomb Wing, replacing Major Arden K. Gollnik.
- b. Mr. Dale Browning, Convair, visited Bunker Hill AFB, 5 June 61, to coordinate support of controlled mission equipment. During this visit, Base Supply reviewing records were updated to indicate receipt of end items shipped by component parts and substituted items.
- c. Mr. D. D. Fleming, Convair Reliability Group, arrived at Bunker Hill AFB, 22 June for an indefinite tour of duty. Mr. Fleming will supervise approximately ten (10) Convair personnel to arrive at a later date in the collection of reliability data for the B-58 Reliability Program. System malfunction reports will be prepared by Convair personnel for evaluation.
- d. Mr. Garlington, Convair, arrived at Bunker Hill AFB, 22 June to accomplish calibration of test sets AGEL 1350 and AGEL 1351. The calibration of these test sets could not be accomplished by base A&E personnel due to non-availability of the required line replacement units (LRU's)
- e. Mr. James D. Pearson and Mr. Frederick A. Voltz, Jr., Dayton AFB visited Bunker Hill AFB, 29 June for the purpose of reviewing B58 logistical problems. Specific examples of unsatisfactory supply support were presented by Base Supply personnel. Mr. Pearson advised that extraordinary effort was being exerted to correct deficiencies, and improve depot supply support. As of the date of this report, a very definite improvement has been noted.
- f. The B58 WSMO visited SAAMA 6-7 July, for the purpose of attending the B58 Logistical Support Conference. The action taken by the Depot Inventory Managers on fifty-six (56) items previously submitted was discussed. Logistical problems which were not satisfactorily resolved are being referred to a Summit Conference by major commanders to be resolved.

2. SUMMARY OF AOCP/ANFE/EOCP STATUS:

- a. There was one AOCP in June. Aircraft 59-2460 was AOCP 20 June for a nose steering valve, S/N 1620-779-3716.
- b. There was one ANFE in June for S/N 5841-779-1062 (doubler). This item was received on document 0B465411873390.
- c. EOCP's - negative.

3. STOCK CONTROL REQUISITIONING:

- a. As of 10 July, 82.2% of the 9147 items "spares lay-in" had been received in total quantity, and partial shipments had been received on 7.7%. A deck of cards and a brown line listing of the 2030 items due-in was furnished the B-58 Weapon Systems Manager (SANBRA) on 29 June for review and management support. As a result of this review, 281 line items on which no quantities had been received, are being shipped from Carswell AFB assets. The remainder of the due-in items are being screened against the Carswell AFB consumption data. Cancellation actions will be taken on all due-in

requisitions where there has been no consumption by Carswell AFB. This will permit Bunker Hill AFB to purify their spare lay-in records to reflect the true status of the spares lay-in.

b. Despite improvement in pipeline support, depots continue to cancel and indorse B58 requisitions. The new WMM has been issued with cancellation and indorsement by forwarded to the B-58 Weapons Support Management Division, SAAMA (SANBRA) for review and management support.

c. As of 10 July, 1961, of the 337 line items of controlled mission equipment (CME) has been received in total quantities. Partial receipts have been received on 73 items.

4. SUMMARY OF PUBLICATIONS:

a. B58 Technical Manuals and Publications are arriving daily. Sufficient B58 Technical Orders have been received to perform maintenance operations and inspections. The new IO 1B-58A-6 Technical Order, dated 19 May 61, has been received and distributed, the ISR cards were received.

b. Considerable improvement has been noted in the submission of Publication Requirement Tables (PRT's). Shortages of technical orders in Base Supply Research Section have been requisitioned.

5. PIPELINE TIME:

a. The new Logair schedule for Bunker Hill AFB was received during June. The new schedule effective 1 July calls for two flights daily to service this base. Flight #80 (ARGOSY TURBO-PROP aircraft) will originate at Tinker AFB each day and will arrive at Bunker Hill AFB at 1610 CDT. Flight #81 (D-5A aircraft) will arrive Bunker Hill AFB from the Eastern Depots each morning at 1445 CDT. Arrangements have been made by the Commercial Transportation Office to have the proper servicing (unloading equipment) available for the above flights.

b. The Transportation Office AFB 4400 Kelly AFB, has furnished the B58 WSMO a brown line listing of logair shipments to be reported including Logair pipeline time. Also DD Forms 1087 were furnished to the same pipeline office by Yellow Transit Railway Express Agency and Central Airfield Station. The results of these studies will be reported.

6. LOCAL REPAIR:

a. A marked improvement in local repair and manufacturing is still evident. This subject is being given pointed emphasis each day in the maintenance meetings held by the DCM. The Repairable Review Board has also been very successful in the improvement of local repair.

b. The arrival of two MOAMA Maintenance Trailers during the month of June will greatly facilitate A&E Maintenance.

c. A maintenance team from MOAMA will arrive at Bunker Hill AFB, 17 July 1961, to repair six (6) Recovery Air Conditioners (E-110001 powered) S/N 4100-73-4295 damaged in shipment from the vendor.

7. UNIQUE ITEMS REQUIREMENTS:

a. The calibrator AGEL 1939 required for the calibration of AGEL 1933 Test Set was received during the month of June. This calibrator was received on a loan basis from the Eclipse Pioneer Corporation to be returned not later than 1 August 1961. Bunker Hill AFB has an expected delivery date of 1 December 1961 for the authorized AGEL 1939 calibrator. Extraordinary effort should be taken by the B58 WSM and the AFPR to improve the unsatisfactory delivery date.

b. Testers, AGEL 1306 (S/N 4920-701-1578) and AGEL 1307 (S/N's 4920-NSK65-4055 and 4920-NSK65-4238) were received 10 July. This equipment was required for the maintenance of the communication systems ARN-50 in TB58-671 assigned Bunker Hill AFB 30 June 1961.

c. The Air Conditioner adapter, P/N 4SE9003-1, FIIN A130-735-3088 reported deficient in the B58 WSMO report as of 10 May, is being received by partial shipments in proportion to the assignment of aircraft, and is not a problem at this time.

8. PROJECTS:

a. Copies of Forms 104P-3 received by the B58 WSMO during this reporting period covering serviceable, repairable and TOC returns, indicate 23 return shipments. No errors in shipments were noted.

b. Arrangements were made during the month of June to furnish the B58 LSM and all Inventory Managers with copies of the base S-52 report. This will keep the AFIC Depots advised of the number of B58 aircraft assigned and support problems.

9. EQUIPMENT:

a. The shortage of nitrogen carts, S/N 2330-541-1385 referred to in the B58 WSMO report as of 10 May, has been reduced by the receipt of five (5) each of the twelve (12) each due.

b. Considerable difficulty is being experienced at Bunker Hill AFB with the In-Flight Printer Control Unit, P/N 3895-R62317-5, FIIN 5895-733-6515. This difficulty is due to non-availability of spare parts and only one spare unit in pre-issue. This problem was reported to the B58 LSM, SANBT, 23 June 61. Arrangements were made to ship an additional control unit to Bunker Hill AFB for pre-issue.

c. An urgent need exists for Maintenance Trailers MBI S/N 2330-540-3715. The total authorization is sixty (60) each (54 each in Organizational Maintenance and six (6) each in Field Maintenance.) This item is classified as a vehicle and is reported through command channels on the AFIC S-182 report. As of 10 July no MBI trailers have been received.

d. Considerable difficulty is being experienced with the Recony Air Conditioners S/N 4120-811-1521 (engine driven) and S/N 4120-799-4295. The difficulty is due to inadequate pressure to activate the pressure switch in the aircraft for electrical power. Also the electrical driven units appear to get too hot and continue to trip the circuit breakers. This problem has been discussed by the B58 WSMO with MOAMA Maintenance Liaison personnel who advised that technical assistance would be furnished if requested. Appropriate action has been taken to obtain technical assistance

e. As of 30 June, seventeen (17) each J-79-5B spare engines and five (5) each afterburners had been received.

10. CANNIBALIZATION:

a. The cannibalization on B58 aircraft for June is as follows:

Stock Number	Nomenclature	Item Cannibalized
1610-799-9221	Air Speed Indicator	1
5895-733-6515	Inflight Printer Control	2

b. The cannibalization rate for B58 aircraft for June is as follows:

No. Items Cannibalized	Sorties	Rate
3	9	33.3

11. COMMENTS AND RECOMMENDATIONS:

a. As of 30 June, six (6) each B58 and one (1) each TB-58 have been assigned and are physically located at Bunker Hill AFB. Five (5) additional B58 aircraft are due to arrive during July.

b. Due to the fact that Bunker Hill AFB's initial lay-in was based on a listing from Carswell AFB which lacked accurate consumption data, many items are being requested which are not available locally on first request. Therefore, it is imperative that Inventory Managers take prompt and positive supply action on anticipated AOCP/ANFE/EOCP and AGEOCP requests. Wright-Patterson AFB message 6-7-09 dated 6 July 61, has designated the B58 Weapon Systems as zero objective AOCP/ANFE.

c. The contents of this report have been discussed and coordinated with the Director of Supply and the Deputy Commander for Maintenance, 315th Bomb Wing.

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STATUS OF MCP CONSTRUCTION											Reports Control Symbol 2AF-Z1
Page 1 of 2											
INSTALLATION: Bunker Hill Air Force Base						LOCATION: Peru, Indiana					DATE OF REPORT: 30 July 1961
A CATEGORY CODE NR	B FY	C DESCRIPTION	D UNIT	E QUANTITY	F CONTRACT NUMBER	G CONTRACT AWARD DATE	H CONTRACT AMOUNT	I ESTIMATED COMPL DATE	J SCHEDULED % COMPLETE	K ACTUAL % COMPLETE	L REMARKS
422-260	59	Ammunition Storage Facility	SF	41,030	NBy12642	28 May 59	\$662,110.00	30 Jun 61	100	99.9	Final inspection 17 May 60 Facility accepted. Operation- al tests of air cond remain.
134-375	60	RAPCON Center	EA	1	NBy22357	3 Feb 60	\$220,284.00	30 Jun 61	100	100	Complete
221-147	60	Shelter, Aircraft Weapons Calibration (ADC)	SF	6,179	NBy22358	30 Mar 60	\$192,135.00	30 Jun 61	100	91	Change "C" subtracted \$80. Asphalt shoulders and clean- up remains.
422-259	60	Storage, Base, Bomb Pods	SF	10,458	NBy22422	2 Nov 60	\$100,259.00	2 Jul 61	100	89	
740-873	60	Base Theatre	SF	500	NBy22376	26 Feb 60	\$257,916.00	15 Jun 61	100	100	Complete
812-223	60	Electrical Power for Maint. Docks	EA		NBy26129	20 Dec 60	\$ 86,298.00	31 Jul 61	100	99	Change "C" added \$70.
812-921	60	Electric Aircraft Outlet	EA	15	NBy31117	17 Feb 61	\$165,760.00	20 Aug 61	89	75	Change "A" added \$360.
171-212a	61	Modify Electrical System Flight Simulator Bldg.	KVA	500	NBy35755	3 Apr 61	\$ 5,845.00	17 Jun 61	100	100	Complete
171-412a	61	Operations Mission Training Addition	SF	6,728	NBy31173	25 May 61	\$166,333.00	24 Jan 62	15	6	
218-712	61	Ground Powered Equipment Storage Building	SF	3,223	NBy31173	25 May 61	\$166,333.00	24 Jan 62	15	6	

STATUS OF MCP CONSTRUCTION											Reports Control Symbol 2AF-Z1
Page 2 of 2											
INSTALLATION: Bunker Hill Air Force Base						LOCATION: Peru, Indiana				DATE OF REPORT: 31 July 1961	
A CATEGORY CODE NR	B FY	C DESCRIPTION	D UNIT	E QUANTITY	F CONTRACT NUMBER	G CONTRACT AWARD DATE	H CONTRACT AMOUNT	I ESTIMATED COMPL DATE	J SCHEDULED % COMPLETE	K ACTUAL % COMPLETE	L REMARKS
218-712	61	Ground Powered Equipment Shop and Storage	SF	19,133	NBy35691	12 Jun 61	\$141,708.00	10 Jan 62	10	0.5	
411-135	61	Base Jet Fuel Storage	BL	25,000	NBy31162	10 Apr 61	\$ 95,777.00	9 Oct 61	55	47	
540-243a	61	Dental Clinic Addition	SF	1,251	NBy31174	20 June 61	\$ 62,500.00	17 Dec 61	10	2	
841-169a	61	Water Treatment Plant Addition	SF	2,707	NBy35658	28 Apr 61	\$231,640.00	28 Apr 62	9	1	
871-183	61	Off Site Drainage	LF	2,290	NBy35772	22 Jun 61	\$ 16,755.00	24 Aug 61	65	64	
136-666	61	Narrow Gauge and Center Line Lighting	EA		NBy35757	27 Jun 61	\$229,292.00	28 Dec 61	0	0	
171-212	61	Flight Simulator Training	SF	9,180	NBy31172	30 Jun 61	\$198,688.00	28 Apr 62	0	0	
<p>"I certify that the information contained in this report has been compiled from data obtained by consultation with the construction agency from "On Site" inspections made by Base Engineer personnel and represents the current status of Military Construction Program projects listed for this reporting period."</p>											
<p><i>Norris H. Goodwin</i> NORRIS H. GOODWIN, Major, USAF Deputy Commander for Civil Engineering</p>											

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BASE PROCUREMENT OFFICE
 P. O. Box 5000
 Bunker Hill Air Force Base
 Peru, Indiana

Weekly Construction Contract Status Report as of 27 Jul 1961

CN-1161 BUH 15-1 % 85	Rehabilitation of Steam Heat Mains 45,796.48 24 Sep 61 Strickland Heating and Air Conditioning Co., Inc.	SSgt Stites
CN-1226 BUH 18-9 % 100	Modify Bldg. S-14 \$68,998.00 2 July 1961 Construction Associates	Punch List SSgt Stites
CN-1276 BUH 173-0 % 99	Modify Air Conditioning, Base Hospital \$26,327.45 3 Aug 61 Strickland Heating and Air Conditioning Co., Inc.	Punch List SSgt Stites
CN-1278 BUH 9-1 % 65	Soundproof and Air Condition- ing Building 20 \$62,402.56 22 Sep 61 Steinberger Construction Co., Inc.	SSgt Stites
CN-1290 BUH 64-1 % 100	ADC Power Check Pad \$5,400.00 8 Jun 61 Hernly Brothers	Complete - awaiting final payment SSgt Stites
CN-1292 BUH 26-0 % 37	Modify Hangar No. 200 \$95,727.10 10 Dec 61 P & H Construction Company	Satisfactory progress Mr. Howard
CN-1295 BUH 1-0 % 5.8	Modify Heating Plant \$48,774.00 9 Sep 61 P & H Construction Co.	Contractor indicated diffi- culty in procuring generating equipment will require exten- sion of performance time. Mr. Howard
CN-1296 BUH 58-0 % 99.5	Modify A&E Shop, Bldg. 427 \$96,134.34 29 Jun 61 Strickland Htg. & Air Condi- tioning, Inc.	Punch List SSgt Stites
CN-1358 BUH 64-0 % 47.5	Addition to Building 20 \$16,411.90 1 Aug 61 Steinberger Construction Co.	Stop Work Order issued 14 Jul 61 due to no delivery of steel joint SSgt Stites

Weekly Construction Contract Status Report as of 27 July 1961

CN-1359 BUH 80-1 % 84	Modify Mission Training Bldg. 669 \$18,350.00 3 Aug 61 Hatfield Electric Co.	Stop Work Order pending due to interference from Navy contract Mr. Howard
CN-1368 BUH 39-1 BUH 172-0 % 0	Installation of Burglar Alarm Systems \$4,546.00 Electrical Control Services, Inc.	Stop Work Order issued 21 Jun 61. Supplemental Agree- ment covering no cost design change being issued. Mr. Howard
CN-1369 BUH 96-1 BUH 97-1 % 20	Installation of Alarm Indi- cating System \$14,580.00 24 Aug 61 Huston Electric Company	Satisfactory Progress Mr. Howard
CN-1370 BUH 79-2 % 0	Construction of Maintenance Deck Ductwork and Trench Gate Covers \$3,195.00 26 Aug 61 Fisher-Klontzman, Inc.	Contractor assembling compo- nents in his Louisville, Ky. Shop. Will start installa- tion on Base 31 July 1961. Mr. Howard
CN-1371 BUH 11-1 BUH 119-1 BUH 146-0 BUH 161-0 BUH 187-0 % BUH 11-1 90% BUH 119-1 100% BUH 146-0 50% BUH 161-0 95% BUH 187-0 20%	Construction of Roadways and a Hospital Parking Lot \$13,150.00 19 Oct. 61 Mahr Construction Co., Inc.	
		SSgt Stites
CN-1373 BUH 79-1 BUH-105-1 BUH-106-1 BUH-107-1 BUH-108-1 BUH-109-1 BUH-110-1 % 6.56	Family Housing Drainage \$77,322.00 26 Oct 61 P & H Construction Co., Inc.	
		SSgt Stites
P.O.61-5872 BUH 73-1 % 95	Air Condition Weather Ob- servation Station \$1,925.00 1 Aug 1961 Lillard's	SSgt Stites

Weekly Construction Contract Status Report as of 27 July 1961

CN-1402	Modify I.E.Maintenance Shop.	Design change pending
BUH-91B-0	Building Nr. 221	
7 6	\$34,185.00	7 Oct 61
	Steinberger Construction Co.	Mr. Howard

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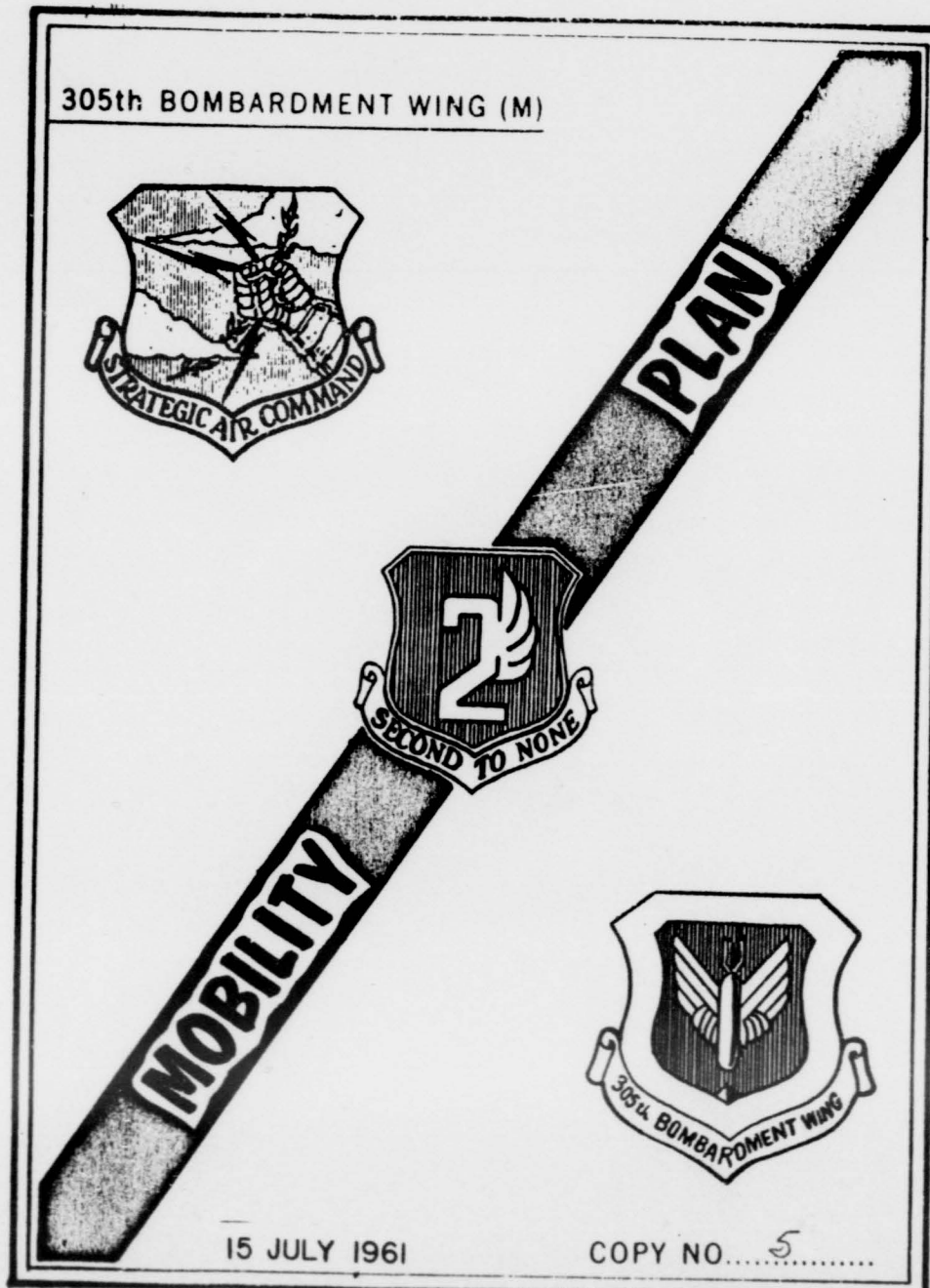
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HEADQUARTERS
305 BOMBARDMENT WING (M) (SAC)
UNITED STATES AIR FORCE
Bunker Hill Air Force Base
Peru, Indiana

REPLY TO
ATTN OF: DCML

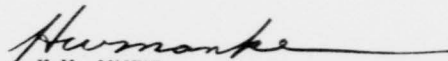
15 July 1961

SUBJECT: 305th Bombardment Wing (M)(SAC) Mobility Plan

TO: See Distribution

1. This Mobility Plan is effective 15 July 1961.
2. This Mobility Plan has been compiled as required by Chapter 3, Part III, SACM 400-1 and 2AF Supplements thereto. This plan is designed to furnish specific guidance for all tactical and support squadrons to adequately fulfill their responsibilities in the execution of the mobility requirements of the 305th Operation Order 44-62.
3. The 305th Bombardment Wing (M) Base Support Plan and Maintenance Readiness Plan will be compatible with this plan.
4. This mobility plan supersedes 305th Bombardment Wing (M) mobility plan dated 1 April 1961 and all amendments thereto. All previous mobility plans should be removed from the files and destroyed.

FOR THE COMMANDER:


H.W. MANKE
Major, USAF
Director of Administrative Services

305 BW MOB PLAN
LTR OF TRANSMITTAL
15 July 61

DISTRIBUTION

<u>AGENCY</u>	<u>COPY NR</u>
2AF, Attn: DM2C	1
19AD, Attn: DM	2
C	3
DAS	4
LXOH	5,6,7
DCM	8
DCO	9
DCOC	10
DP	11,12
DS	13
DSO	14
DCOOP	15
DCMM	16
DCR	17
68 AREFS	18,19
OMS	20,21
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BDAS	23
BDCM	24
TMB	25,26
FSS	27
TSS	28
827 MED GP	29
DCML	30 thru 35

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PART III MOBILITY PUBLICATIONS

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 MP #2 - - - - DOCUMENTATION AND LOADING OF PASSENGERS AND CARGO

 MP #3 - - - - HANDLING AND SAFEGUARDING CLASSIFIED MATERIEL (NOT USED)

 MP #4 - - - - DUTIES OF TROOP COMMANDERS (NOT USED)

 MP #5 - - - - DUTIES AND RESPONSIBILITIES OF CARGO COURIERS (NOT USED)

 MP #6 - - - - SQUADRON MOBILITY PROCEDURES

 MP #7 - - - - ACCOUNTING FOR UME AND USE PROPERTY (NOT USED)

 MP #8 - - - - REPORTS INCIDENT TO DEPLOYMENT (NOT USED)

PART IV. LOAD PLANS

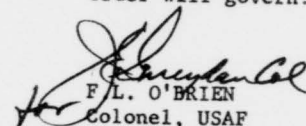
PART V CONTINGENCY PLANS

HEADQUARTERS
305 BOMBARDMENT WING (M) (SAC)
UNITED STATES AIR FORCE
Bunker Hill Air Force Base
Peru, Indiana

PART ONE

AUTHENTICATION

1. The current primary mission of the 305th Bombardment Wing (M) is to provide Air Refueling in support of the strike force with little or no warning.
2. In order to execute this mission promptly, it is mandatory that all units of this command attain a degree of mobility which will provide expeditious deployment of personnel and materiel to forward operating bases. Therefore, commanders and mobility officers must insure that the mobility commitments and procedures of their unit are current at all times.
3. This plan sets forth instructions for executing the first phase of the deployment plan. It is the duty of all within this command to comply with the instructions and data contained herein in order to insure prompt and efficient execution of this plan. When conflicting with operation orders from this or higher headquarters, the operation order will govern.


F. L. O'BRIEN
Colonel, USAF
Commander

305 BW MOB PLAN
PART I
15 July 61

PART TWO

STAGING TEAM TABLE

1. KC-135 Aircraft (Reference Para 8b(1), Vol I, SACM 55-7)
 - a. Deploy crew chief and assistant crew chief on each direct deployment mission aircraft.
 - b. Deploy crew chief or assistant crew chief one each Yo-Yo mission aircraft.
2. B-58 aircraft - to be added at a later date.
3. Recapitulation:

<u>ORGANIZATION</u>	<u>CARGO</u>	<u>PASSENGERS</u>
305 OMS	0	42
Task Force	0	7

305 BW MOB PLAN
PART II
15 July 61

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HEADQUARTERS 305 BOMBARDMENT WING MEDIUM
BUNKER HILL AIR FORCE BASE, PERU, INDIANA
15 July 1961

PART THREE

MOBILITY PLAN

305 BOMBARDMENT WING (M) (SAC)

MOBILITY PUBLICATIONS

305 BW MOB PLAN
PART III
15 July 61

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HEADQUARTERS 305 BOMBARDMENT WING MEDIUM
BUNKER HILL AIR FORCE BASE, PERU, INDIANA
15 July 1961

DCML

MOBILITY PUBLICATION NR 1

SUBJECT: Processing of Personnel

1. PURPOSE: This publication outlines procedures to follow in processing deploying personnel from alert notification until departure.
2. SCOPE: This Mobility Publication (MP) applies to all Bunker Hill AFB Task Force.
3. GENERAL: SACM 400-1 precludes wing level processing of personnel during deployment. Any contact with deployees will be during squadron pre-processing and at roll call at the aircraft.
4. RESPONSIBILITIES:
 - a. The Commander, 305 Organizational Maintenance Squadron will:
 - (1) Assure that each departing alert aircraft has one (1) crew chief aboard. BUNH Form 109 will be prepared on each individual departing.
 - (2) Process crew chiefs and assistants for deployment and make aircraft assignments as required.
 - (a) Prepare a BUNH Form 109 on each deployee and forward same to the processing center as soon as operationally possible.
 - b. The Base Director of Administrative Services will publish orders as required by this plan.
 - c. The Commander, 68 Air Refueling Squadron will manifest each deployee on the appropriate aircraft DD Form 175.
 - d. The Base Deputy Commander for Services will insure that IF rations are aboard each home station KC-135 aircraft.
 - e. The Wing Logistics Officer will monitor all actions reflected in this publication.
5. PROCEDURES: Upon alert notification:
 - a. The Commander Organizational Maintenance Squadron will:
 - (1) Initiate unit pyramid alert.

305 BW MOB PLAN
PART III MP NR 1
15 July 61

(2) Assure that a crew chief deploys with each departing alert aircraft.

(3) Assemble and process all crew chiefs and assistants for deployment.

(a) Complete processing procedures contained in paragraph 87b (5)(e)1 through 4 of SACM 400-1.

(4) Assign each individual an aircraft tail number.

(a) Accomplish BUNH Form 109 in duplicate on each deployee forwarding; copy #1 to the personnel processing area at hangar 200 and copy #2 to Operations Officer, 68 AREFS.

1 Copy #1 will be used to publish orders and will be returned to Wing Logistics Officer.

2 Copy #2 will be used to manifest crew chiefs and assistants on appropriate DD Form 175's.

(5) Assure that required personnel are at their respective aircraft, with full mobility gear, at times reflected in the Deployment Time Table, Part IV, this plan.

b. The Director of Administrative Services will:

(1) Establish and operate by E + 0400 hours, a team to publish and distribute special orders as required by this plan.

(a) A runner will operate between hangar 200 and office of the BDAS carrying BUNH Form 109 and special orders.

(b) Utilizing pre-cut special orders (see para 87d, SACM 400-1) enter information from BUNH Form 109 and publish orders.

(c) Deliver to aircraft by "Load Pax" time as reflected in the Deployment Time Table, Part IV.

1 Distribution of special orders by runner will be; each deployee five (5) copies, two (2) copies each to Logistics Division and 305 OMS.

2 If exigencies prevent delivery of orders prior to departure of an aircraft the orders will be sent on the next aircraft going to the same destination.

c. The Operations Officer, 68th Air Refueling Squadron will utilize their copy of BUNH Form 109 to enter the information required to manifest each crew chief and/or assistant on the appropriate DD Form 175.

(1) After the information has been extracted the BUNH Form 109 will be returned to the mobility officer, 305 OMS.

d. The in-flight kitchen supervisor will, ASAP after alert notification, deliver sufficient individual food packets to personal equipment to furnish each follow-on aircraft with three (3) cases of rations.

(1) The Personal Equipment supervisor will assure each aircraft is issued three (3) cases of rations at the same time personal equipment is issued to the crew.

HEADQUARTERS 305 BOMBARDMENT WING MEDIUM
BUNKER HILL AIR FORCE BASE, PERU, INDIANA
15 July 1961

DCML

MOBILITY PUBLICATION NR 2

SUBJECT: Documentation and Loading of Passengers and Cargo

1. PURPOSE: This mobility publication lists documents required during mobility operation.

2. SCOPE: This mobility publication applies to all personnel and agencies listed below.

3. GENERAL:

a. There is no cargo deployed during the present EWO period.

b. Procedures utilizing these documents are contained in mobility publications Nr 1 and 6.

4. RESPONSIBILITIES:

a. The Commander, Organizational Maintenance Squadron will accomplish and utilize:

(1) SAC Form 532, Mobility Identification and Instruction.

(2) BUNH Form 109, Manifest Card.

b. The Commander, 68 Air Refueling Squadron will assure that all deploying crew chiefs and assistant crew chiefs are manifested on DD Form 175, Aircraft Clearance.

c. The Base Director of Administrative Services will publish and distribute required special orders.

d. The Commander, Organizational Maintenance Squadron will assure that all deploying personnel are loaded aboard assigned aircraft at times reflected in deployment time table, Part IV, this plan.

305 BW MOB PLAN
PART III MP NR 2
15 July 61

HEADQUARTERS 305 BOMBARDMENT WING MEDIUM
BUNKER HILL AIR FORCE BASE, PERU, INDIANA
15 July 1961

DCML

MOBILITY PUBLICATION NR 6

SUBJECT: Squadron Mobility Procedures

1. PURPOSE: This MP outlines procedures and acts as a guide for the squadron commander and mobility officer in preparing their units to meet its EWO mobility commitments.
2. SCOPE: This MP is applicable to all personnel in the 305th Organizational Maintenance Squadron.
3. GENERAL: Procedures contained herein were devised to assist the squadron commander in preparing his unit into combat-ready status, mobility wise. This MP will act as a guide for newly assigned mobility personnel and will assist them in performance of their duties. To prepare and maintain a unit in mobility-ready status, strict compliance with these procedures are a must.
4. RESPONSIBILITIES:
 - a. Squadron Commanders will:
 - (1) Assure that procedures contained herein are complied with.
 - (2) Appoint on squadron orders or Peram, competent personnel to act as Mobility Officer, Mobility NCO and assistants. Whenever possible, personnel will be utilized whose primary duty does not interfere with their mobility functions at the time of an EWO alert, or exercise.
 - b. The Squadron Mobility Officer and assistants will:
 - (1) Comply with the provisions of the SOP.
 - (2) Maintain a current file containing:
 - (a) SACM 400-1 and 2AF Supplement thereto.
 - (b) SACM 400-1H.
 - (c) SACM 400-2, 400-4 and 400-8.
 - (d) SACR 400-3.
 - (e) 305 BW Mobility Plan.
 - (f) 305 CSG Base Support Plan.

305 BW MOB PLAN
PARTIAL MOB NR 6
15 July 61

(g) Master file of all squadron mobility office instructions.

(h) Working records, as reflected in paragraph 5 below.

(i) Logistics Support Orders, if applicable.

c. All branch, section and shop chiefs will become familiar with this MP and prepare MP to cover all mobility functions pertinent to their shops.

5. PROCEDURES: Personnel must be ready to deploy at a moments notice, inoculations, personnel records and personal affairs must be kept current at all times. Procedures outlined below were devised to assure the commander that his unit is capable of fulfilling its mobility obligations at any time.

a. The unit commander will:

(1) Select and maintain current list of primary and alternates to fill deployment requirements.

(2) Designate squadron command post to monitor and provide squadron assembly area.

(3) Conduct and document periodic inspections at the following maximum intervals:

(a) Personnel clothing - once each 6 months.

(b) ECL Tool Kits - once each 90 days.

(c) Arctic gear and field equipment - once each 90 days.

(d) Primary and alternate deployees (SAC Form 532) and those items listed in paragraph 5b(7)(d) below - once each 30 days.

(4) Answer all wing/group inspection reports within five (5) working days of receipt.

(5) Establish and maintain a squadron mobility office instruction file and any additional instruction to cover all mobility functions of their respective squadron.

(a) Before a squadron MOI or amendment thereto is published, it will be hand-carried in type written draft to the Wing Logistics Office for approval. After the draft has been approved, it will be returned to the squadron for corrections and/or publication.

(6) Require all section heads and key personnel to periodically review the 305 Bomb Wing Mobility Plan, Base Support Plan and

305 BW MOB PLAN
PART III MP NR 6
15 July 61

unit MOI's and report to the squadron mobility officer, all discrepancies noted and any recommendations for improvement.

b. The Squadron Mobility Officer will:

(1) Upon being appointed unit mobility officer, report immediately to the Wing Logistics Officer for briefing.

(2) Maintain a current mobility file containing documents listed in paragraph 4b above, regulations, correspondence, and all other documents noted in this MP.

(3) Assure that he and his assistants are assigned on official orders and will forward one copy of all orders to the Wing Logistics Officer. One copy will be maintained in the unit mobility file.

(4) Maintain current, all copies of the 305 Bomb Wing Mobility Plan assigned to his squadron.

(a) As each amendment is received, immediately insert new pages and destroy superseded or obsolete pages.

(b) File amendment cover letters in front of the plan in numerical sequence, latest change on top.

(c) Make authorized pen and ink entries after the new pages are inserted.

(d) Bring to the attention of the Wing Logistics personnel, any discrepancies noted in the plan and make any recommendations you might have to improve its contents.

(5) Organize the squadron for Mobility:

(a) Appoint competent airmen with alternates in each branch, shop, or section, to be responsible for the mobility functions in his area.

1 Maintain a current list of these mobility representatives, with shop, home/barracks address and telephone numbers.

2 Have each section or shop prepare MOI's in the required format, outlining all mobility functions and responsibilities of that shop. This publication must remain current, be explicit and clearly written, to preclude any misunderstanding of any individual in knowing what his mobility requirements entail.

3 Each section will prepare a checklist, so as to prevent failure in carrying out any of its mobility responsibilities during an alert.

(6) Extract personnel requirements for mobility from the 305 Bomb Wing Mobility Plan and appoint a primary and alternate for each slot.

(a) Accomplish 2AF Form 128 "Mobility Processing and Inspection Record" on each primary/alternate. Send each individual with his 2AF Form 128 to each section noted on the form for required action and initialing. When this action has been completed this card will be placed in file and utilized during all inspections.

(7) After primary/alternate member is appointed, brief him on his duties during deployment and:

(a) Issue a SAC Form 532, properly filled out. The importance of priority, reporting time and reporting place will be stressed. Cards issued, will be checked as primary or alternate. A duplicate, minus name, rank, current UAFSC and AFSN will be maintained in unit mobility file for use in the event a second alternate is selected to deploy.

(b) Explain class "C" allotment and have one accomplished, if desired by individual concerned. File in squadron MOI.

(c) Reaccomplish AF Form 246-3, if required.

(d) Check for: (and if none have been issued, send deployees to unit First Sergeant)

1 SAC Restricted Area Badge.

2 Geneva Convention Card.

3 Current I.D. Card.

4 Current Immunization record.

5 Dog tags, reflecting current tetanus shot and blood.

6 SAC Form 532 (Issued by Sq Mobility Section)

7 Dental Category II, or better.

(e) Accomplish letter, "Appointment to an EWO Team", on each primary and/or alternate. (See attachment 1, this MP)

1 Insure that properly fitted arctic clothing and equipment is issued, bagged, weighed, tagged, sealed and stored. Storage of this equipment will be in an area designated by the Squadron Commander, for immediate issue to the individual, on a presigned custody receipt. NOTE: Each primary and alternate should

be directed to try on each article of arctic equipment, at time of initial issue, to assure proper fit. (See Atch #2, this MP)

2 Review list of mandatory individual clothing and stress importance of maintaining winter issue at all times. If shortages exists, instruct him to obtain same ASAP.

3 If required, have authorized weapon assigned and earmarked for shipment during deployment.

4 Issue AF Forms 94b-1, for use on personal baggage.

5 Assure issuance of all required field gear.

(f) Assure that the primary/alternates tool box is serviceable and complete. If any shortages exists, have him report to supply and obtain same ASAP.

(g) Review his mobility requirements and stress importance of keeping his personal affairs current at all times, so as not to cause an undue hardship on his dependents in event of deployment. Stress responsibility of each individual of maintaining his dental health in Category II or better, at all times.

(8) Conduct a mobility inspection every 30 days to ascertain if the squadron can accomplish its EWO functions. The squadron commander will be notified in writing of all discrepancies, shortages, and findings. An information copy will be forwarded to the Wing Logistics Officer, NLT 10th of each month. Points to be inspected are:

(a) Assure that all personnel primary/alternate slots are filled. Assure that each shop, branch, or section chief is aware of his EWO requirements and has a detailed MP and check list on hand, to be used in event of his absence during an alert. Inspect each primary/alternate utilizing 2AF Form 128.

1 Assure he has all forms and records on his person in a current status.

2 Assure his personal affairs file is current.

3 Assure his required immunizations are current.

4 SAC Form 532 is legible, properly prepared and current.

5 Assure that each primary and alternate team member is aware of his individual responsibility of maintaining their dental health in Category II or better, at all times.

6 Each 90 days.

a. Assure that his arctic gear and field equipment is serviceable, correct size, bagged, sealed and located in the unit storage area.

b. Assure that his professional tool kit is complete and serviceable. (Have a copy of the ECL check list in tool kit at all times)

7 Each 6 months:

a. Assure that his personal clothing is complete and serviceable.

c. Answer any discrepancies noted on the 2AF Form 130 "Organization Mobility Inspection and Rating" utilized by Wing Logistics inspectors during their quarterly inspection.

(1) Action will be taken immediately to correct and "red flag" discrepancies within 24 hours after receipt of the Inspection Form. All discrepancies will be corrected within four (4) working days after receipt of the form.

d. Upon notification of an alert, the squadron commander/mobility officer will:

(1) Recall all personnel.

(2) Schedule personnel to fill deployment requirements by aircraft loads to meet reporting times, as scheduled in the Deployment Time-Table, Part IV, this plan.

(3) Check to insure each deployee possesses an ID card, SAC Form 532, Geneva Convention Card, SAC Form 138, dosimeter, Immunization Certificate (DD Form 737), dog tags, personal clothing, arctic gear and field equipment.

(4) Have sign out facilities available.

(5) Have additional baggage tags available (AF Form 94b-1).

(6) Coordinate with mobility motor pool, ext 401, for transportation of deployees and baggage, if required.

(7) Dispatch personnel to aircraft.

3 Atch:

1. Appointment to an EWO Team
2. Mobility Personnel Processing Check List.
3. Mobility Immunization Requirements

305 BW MOB PLAN
PART III MP NR 6

DCML

15 July 61

MOBILITY PUBLICATION NR 6

SUBJECT: Squadron Mobility Procedures

ATTACHMENT NR 1: Appointment to an EWO Team.

1. This is notification that you have been appointed as a member or alternate member of an Emergency War Order Team. Your specific assignment is _____ Primary _____ Alternate member of the _____ . (Specify type team)
2. Your appointment means that you are subject to an immediate deployment at any time and you should take the necessary action to accomplish the following:
 - a. The clothing and equipment listed in attachment #2, MP NR 6 will be available and ready to go at any time. Should an alert be called during duty hours, you will be released to pick up your equipment in accordance with your Squadron Mobility Procedures.
 - (1) EQUIPMENT: Unless otherwise specified in Operations Orders and/or instructions issued at the time of an alert, all personnel, except aircrews, will carry and/or wear the clothing and equipment listed in attachment #2, MP NR 6, 305th Bombardment Wing (M) Mobility Plan.
 - b. Civilian clothing will not be taken.
 - c. Have the following items in your possession at all times:

Shot Record, Dog Tags, Dosimeter, ID Card, Mobility Card (SAC Form 532), SAC Restricted Area Badge, and Geneva Convention Card (DD Form 528)
 - d. Keep all your personal affairs up to date. Maintain your finances and other business matters in such a state that you can leave at any time without notice and without causing a hardship on your dependents. Inform your dependents of your status and insure that they understand the various base activities that can provide them assistance, if needed.
3. This letter supersedes all other appointments previously received and will become effective _____ .

Signature of Squadron Commander

305 BW MOB PLAN
ATCH #1
MP NR 6
15 July 61

NOTE: The Squadron Mobility Officer will personally present this letter to the individual concerned at the time the selectee is briefed in accordance with 305th Bombardment Wing Mobility Plan, Squadron Mobility Officer's MOI's.

1st Ind:

TO:

1. I am aware of the need for me to insure that I have all my equipment and clothing available and ready to go at any time the need arises for me to fulfill my EWO assignment. I also realize that I must periodically review certain items, such as Immunization Register, SAC Form 532, etc., to insure that I have them in my possession and that they are current. I further realize that it is my responsibility to notify the Squadron Mobility Officer of any change of my status (such as TDY, leave, school, transfer etc) which would require my being replaced on the EWO team.
2. I have reviewed my credentials for currency and personally checked all items listed in Attachment #2, MP NR 6, 305th Bombardment Wing (M)(SAC) Mobility Plan and they are in my possession and in serviceable condition.
3. I am also aware of the need to keep my personal affairs in order so that I may leave on a minimum of notice and that I must report to the processing area with the established minimum individual items of clothing set forth in attachment #2, MP NR 6, 305th Bombardment Wing Mobility Plan.

name

rank

AFSN

305 BW MOB PLAN
ATCH #1
MP NR 6
15 July 61

DCML

MOBILITY PUBLICATION NR 6

SUBJECT: Squadron Mobility Procedures

ATTACHMENT NR 2: Mobility Personnel Processing Check List

NAME _____ GRADE _____ AFSN _____
 ORG _____ FLT NO _____ PRIORITY NO _____

YES	NO	ITEM	YES	NO	ITEM
		DOG TAGS 2 ea			KIT, BAG FLYERS A-3 1 ea
		DOSIMETER (WHEN AVAILABLE)			BLANKET, WOOL 3 ea
		ID CARD (DD FORM 2AF)			SHIRT, WOOL A-1B 1 ea
		GENEVA CONV CARD (DD FORM 528)			CAP, CTN SAGE CREEN 1 ea
		SAC RES AREA BADGE (SAC FORM 138)			MITTEN SET, 2PC N-4R 1 pr
		SHOT RECORD (DD FORM 737)			BELT, PISTOL CTN WEBBING 1 ea
		MOBILITY CARD (SAC FORM 532)			JACKET, FLYING N-3B 1 ea
		MANIFEST CARD (BUNH FORM 109)			TROUSERS, FLYING F-1B 1 pr
		DENTAL CHECK COMPLETED			LINER TROUSERS E-1B 1 pr
		PERSONAL AFFAIRS			OVERSHOES, RUBBER N-2 1 pr
		HAND BAG (TOILET ARTICLES)			BOOT MUKLUK N-1B 1 pr
		GOV DRIVERS PERMIT (SF46)			SOCK, WOOL FELT 2 pr
		TOOL BOX (IF REQUIRED)			SOCK, SKI WOOL 6 pr
		GROUND PWR OPR PERMIT			GLASSES, SUN SPECTACLE 1 pr
		JACKET, FIELD W/LINER			GLASSES, SUN CLIP ON 1 pr

305 BW MOB PLAN
 ATCH #2
 MP NR 6
 15 July 61

YES	NO	ITEM	YES	NO	ITEM
		CANTEEN, W/CUP & COVER 1 ea			BAG, DUFFEL OR B-4 1 ea
		PACKET, FIRST AID M-1942 1 ea			BELT, WAIST BLUE 1 ea
		POUCH, AMMO 30 CAL 1 ea			BUCKLE, BELT 1 ea
		*MASK, GAS PROTECTIVE 1 ea			RAINCOAT, BLUE 1 ea
		CAP, FLIGHT BLUE 1 ea			SHIRT, CTN 505 1 ea
		CAP, UTILITY 509 2 ea			SHIRT, OXFORD BLUE 1 ea
		DRAWERS, CTN 6 pr			SHOES, SERVICE BLACK 1 pr
		COAT, WOOL BLUE 1 ea			SHOES, OXFORD BLACK 1 pr
		GLOVES, INSERTS WOOL 1 pr			SOCKS, CTN BLACK 2 pr
		GLOVE, SHELL LEATHER 1 pr			SOCKS, WOOL CUSHION SOLE 2 pr
		INSIGNIA, COLLAR 1 pr			TOWEL, BATH 2 ea
		NECKTIE, WOOL BLUE 1 ea			TROUSERS, CTN 505 1 pr
		TROUSERS, UTILITY 509 3 pr			TROUSERS, WOOL BLUE 1 pr
		SHIRT, UTILITY 509 3 ea			UNDERSHIRTS, CTN 6 ea
		NOTE: *Gas Mask will be carried			over the shoulder at all times during
		EWO deployment or exercise.			

SQ COMMANDER OR DESIGNATED REPRESENTATIVE

305 BW MOB PLAN
 ATCH #2
 MP NR 6
 15 July 61

DCML

15 July 61

MOBILITY PUBLICATION NR 6

SUBJECT: Squadron Mobility Procedures

ATTACHMENT NR 3: Mobility Immunization Requirements.

Smallpox	-	Every 3 years
Typhoid	-	Every 4 years
Tetanus	-	Every 4 years
Poliomyelitis	-	Complete series (3) shots One (1) year later - Booster
Influenza	-	Yearly

305 BW MOB PLAN
ATCH #3
MP NR 6
15 July 61

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HEADQUARTERS 305 BOMBARDMENT WING MEDIUM
BUNKER HILL AIR FORCE BASE, PERU, INDIANA
15 July 1961

PART FOUR

MOBILITY PLAN

305 BOMBARDMENT WING (M) (SAC)

LOAD PLANS

305 BW MOB PLAN
PART IV
15 July 61

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PART FOUR

DEPLOYMENT TIMETABLE

<u>FLIGHT NR</u>	<u>LOAD PAX</u>	<u>ASSEMBLE PAX E ≠ HOURS</u>	<u>LOAD PAX E ≠ HOURS</u>
A01 - A12	1	ASAP	ASAP
A13	2	0530	0630
A14	2	0645	0745
A15	2	0800	0900
A16	2	0845	0945
A17	2	0930	1030
A18	2	1130	1230
A19	2	1130	1230
A20	*2	1130	1230
A21	*2	1130	1230
A22	**1	1145	1245
A23	*2	1450	1550
A24	*2	1850	1950
A25	*2	2250	2350
A26	*2	2650	2750
A27	*2	3050	3150
A28	2	3450	3550
A29	2	3850	3950
A30	2	4250	4350
A31	2	4450	4550

* - Requires augmentation of one (1) each 43151E/71E from the 305 OMS resource, to accompany Task Force aircraft on direct deployment.

** - YO-YO mission.

305 BW MOB PLAN
PART IV
15 July 61

PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON		UNIT	FLIGHT NR	PHASE
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
					68 AREFS	AS INDICATED
1 thru 12	305 OMS	Maint	FLIGHT A01 thru A12 43171E			Crew Chief
13 thru 14	305 OMS 305 OMS	Maint Maint	FLIGHT A13 43171E 43151/71E			Crew Chief Assistant Crew Chief
15 thru 16	305 OMS 305 OMS	Maint Maint	FLIGHT A14 43171E 43151/71E			Crew Chief Assistant Crew Chief
17 thru 18	305 OMS 305 OMS	Maint Maint	FLIGHT A15 43171E 43151/71E			Crew Chief Assistant Crew Chief
19 thru 20	305 OMS 305 OMS	Maint Maint	FLIGHT A16 43171E 43151/71E			Crew Chief Assistant Crew Chief
21 thru 22	305 OMS 305 OMS	Maint Maint	FLIGHT A17 43171E 43151/71E			Crew Chief Assistant Crew Chief
23 thru 24	305 OMS 305 OMS	Maint Maint	FLIGHT A18 43171E 43151/71E			Crew Chief Assistant Crew Chief
25 thru 26	305 OMS 305 OMS	Maint Maint	FLIGHT A19 43171E 43151/71E			Crew Chief Assistant Crew Chief
27 thru 28	TF 305 OMS	Maint Maint	FLIGHT A20 43171E 43151/71E			Crew Chief Assistant Crew Chief
						305 BW MOB PLAN PART IV 15 July 61

PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON		UNIT	FLIGHT NR	PHASE
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
			<u>FLIGHT A21</u>			
29	TF	Maint	43171E			Crew Chief
30	305 OMS	Maint	43151/71E			Assistant Crew Chief
			<u>FLIGHT A22</u>			
31	305 OMS	Maint	43171E			Crew Chief
			<u>FLIGHT A23</u>			
32	TF	Maint	43171E			Crew Chief
33	305 OMS	Maint	43151/71E			Assistant Crew Chief
			<u>FLIGHT A24</u>			
34	TF	Maint	43171E			Crew Chief
35	305 OMS	Maint	43151/71E			Assistant Crew Chief
			<u>FLIGHT A25</u>			
36	TF	Maint	43171E			Crew Chief
37	305 OMS	Maint	43151/71E			Assistant Crew Chief
			<u>FLIGHT A26</u>			
38	TF	Maint	43171E			Crew Chief
39	305 OMS	Maint	43151/71E			Assistant Crew Chief
			<u>FLIGHT A27</u>			
40	TF	Maint	43171E			Crew Chief
41	305 OMS	Maint	43151/71E			Assistant Crew Chief
			<u>FLIGHT A28</u>			
42	305 OMS	Maint	43171E			Crew Chief
43	305 OMS	Maint	43151/71E			Assistant Crew Chief
			<u>FLIGHT A29</u>			
44	305 OMS	Maint	43171E			Crew Chief
45	305 OMS	Maint	43151/71E			Assistant Crew Chief
			3			305 BW MOB PLAN PART IV 15 July 61

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PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON		UNIT		FLIGHT NR	PHASE
				68 AREFS		AS INDICATED	
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
			<u>FLIGHT A30</u>				
46	305 OMS	Maint	43171E				Crew Chief
47	305 OMS	Maint	43151/71E				Assistant Crew Chief
			<u>FLIGHT A31</u>				
48	305 OMS	Maint	43171E				Crew Chief
49	305 OMS	Maint	43151/71E				Assistant Crew Chief
						305 BW MOB PLAN PART IV 15 July 61	

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HEADQUARTERS 305 BOMBARDMENT WING MEDIUM
BUNKER HILL AIR FORCE BASE, PERU, INDIANA
15 July 1961

PART FIVE

MOBILITY PLAN

305 BOMBARDMENT WING (M) (SAC)

CONTINGENCY PLAN

REF: 305 BW OPORD 66-60

305 BW MOB PLAN

PART V

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PART FIVE
DEPLOYMENT TIMETABLE

<u>FLIGHT NR</u>	<u>LOAD PAX</u>	<u>ASSEMBLE PAX E ≠ HOURS</u>	<u>LOAD PAX E ≠ HOURS</u>
<u>KC-135 CONTINGENCY OPTION</u>			
A16	2	AS DIRECTED BY COMMAND POST	
A17	2	AS DIRECTED BY COMMAND POST	
A18	2	AS DIRECTED BY COMMAND POST	
A19	2	AS DIRECTED BY COMMAND POST	

305 BW MOB PLAN
PART V
15 July 61

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1X04
HEADQUARTERS
305 BOMBARDMENT WING (M) (SAC)
UNITED STATES AIR FORCE
Bunker Hill Air Force Base
Peru, Indiana

REPLY TO
ATTN OF: DCML

19
24 July 1961

SUBJECT: Amendment number 1 to 305 Bombardment Wing (M) Mobility Plan

TO: See distribution (Basic Plan)

1. Amendment number one constitutes changes to the 305th Bombardment Wing (M) Mobility Plan, dated 15 July 1961.
2. Make the following changes by pen and ink:

PART III

a. MP NR 1, paragraph 5b, page 2. Change "The Director of Administrative Services will" to read "The Base DAS will".

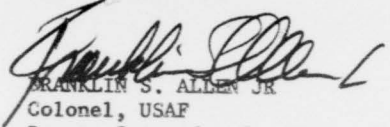
b. MP NR 6, paragraph 4a(2), delete "or Peram" in first line.

3. Recipients will remove old pages and insert new pages as indicated:

<u>SECTION</u>	<u>REMOVE OLD PAGE</u>	<u>INSERT NEW PAGE</u>
Part I	Authentication	Authentication
Part IV	Deployment Timetable	Deployment Timetable

4. A black line on the outside margin indicates changes.
5. After posting the changes, file this change sheet in front of the Mobility Plan.

FOR THE COMMANDER:

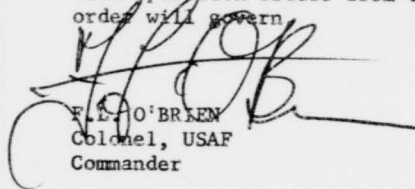

FRANKLIN S. ALLEN JR
Colonel, USAF
Deputy Commander for Maintenance

HEADQUARTERS
305 BOMBARDMENT WING (M) (SAC)
UNITED STATES AIR FORCE
Bunker Hill Air Force Base
Peru, Indiana

PART ONE

AUTHENTICATION

1. The primary mission of the 305th Bombardment Wing is to maintain the capability to conduct long-range strategic air operations with little or no warning.
2. In order to execute this mission promptly, it is mandatory that all units of this command attain a degree of mobility which will provide expeditious deployment of personnel and materiel to forward operating bases. Therefore, commanders and mobility officers must insure that the mobility commitments and procedures of their unit are current at all times.
3. This plan sets forth instructions for executing the first phase of the deployment plan. It is the duty of all within this command to comply with the instructions and data contained herein in order to insure prompt and efficient execution of this plan. When conflicting with operation orders from this or higher headquarters, the operation order will govern.


F. L. O'BRIEN
Colonel, USAF
Commander

305 BW MOB PLAN
PART I
Amend #1
1 JUL 71

PART FOUR

DEPLOYMENT TIMETABLE

<u>FLIGHT NR</u>	<u>LOAD PAX</u>	<u>ASSEMBLE PAX E / HOURS</u>	<u>LOAD PAX E / HOURS</u>
A0-1 - A12	1	ASAP	ASAP
A13	2	0510	0610
A14	2	0625	0725
A15	2	0750	0850
A16	2	0825	0925
A17	2	0920	1020
A18	2	1120	1220
A19	2	1120	1220
A20	*2	1120	1220
A21	*2	1120	1220
A22	**1	1145	1245
A23	*2	1450	1550
A24	*2	1850	1950
A25	*2	2250	2350
A26	*2	2650	2750
A27	*2	3050	3150
A28	2	3450	3550
A29	2	3850	3950
A30	2	4250	4350
A31	2	4450	4550

* - Requires augmentation of one (1) each 43151E/71E from the 305 OMS resource, to accompany Task Force aircraft on direct deployment.

** - YO-YO mission.

305 BW MOB PLAN
PART IV
Amend #1
14 July 61

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1485

ANALYSIS OF NUCLEAR REACTOR MANAGEMENT CONTROL SYSTEM DATA

FOR THE WABCO COMPANY, Part I

Final Report, WABCO, INC., July 1961

WABCO COMPANY, 1000 WABCO DRIVE, HILL AFB, TEXAS, INDIANA

MONTHLY ANALYSIS OF SAC MANAGEMENT CONTROL SYSTEM DATA
RCS: SAC-T35 (2ND-1) Part I
Period Covered: 1 Jul - 31 Jul 1961
305TH BOMBARDMENT WING (M) (SAC), BUNKER HILL AFB, PERU, INDIANA

PERSONNEL

1. Manning in Required Specialties - Officers MIRS
2. Individual Proficiency Training

BASE SUPPORT

1. Automotive Maintenance
2. Fire Incidents

GENERAL

1. Ground Safety
2. Weight Control

MAINTENANCE

1. None

MONTHLY ANALYSIS OF SAC MANAGEMENT CONTROL SYSTEM DATA

RCS: SAC-T35 (2ND-1) Part I

Period Covered: 1 Jul - 31 Jul 1961

305TH BOMBARDMENT WING (M) (SAC), BUNKER HILL AFB, PERU, INDIANA

PERSONNEL

1. Manning in Required Specialties

a. Officers MIRS

(1) Number authorized 493

(2) Number assigned 320

(3) Number IRS 295

b. Airman MIRS

(1) Number authorized 3801

(2) Number assigned 3466

(3) Number IRS 3346

2. Military Personnel Records Review

a. Number reviewed 286

b. Number eligible 287

MONTHLY ANALYSIS OF SAC MANAGEMENT CONTROL SYSTEM DATA
 RCS: SAC-T35 (2ND-1) Part I
 Period Covered: 1 July - 31 July 61
 305TH BOMBARDMENT WING (M) (SAC), BUNKER HILL AFB, PERU, INDIANA

PERSONNEL

Manning in Required Specialities

Director of Personnel - Major Arthur W. Stearley, Tele: 412

OFFICER MIRS

Percent of Assigned	92%
Number of Required	493
Number of Assigned	320
MIRS	295

1. PROBLEM AREA: Officer MIRS - Percent of Assigned.
2. CAUSE: This item is scored at 92%. 25 Officers not assigned to authorized positions are listed below. 23 of the overages are KC-135 Combat Crew Personnel.

OVERAGES - 25

<u>TITLE</u>	<u>AFSC</u>	<u>AUTH</u>	<u>ASGD</u>	<u>OVERAGES</u>	<u>ACTION</u>
Pilot, KC-135	1065C	69	83	14	
Navigator, KC-135	1534	33	42	9	1 Loss Aug 61
Intel-Radar-Photo Off	8044	2	3	1	
Operations Staff Off	1416	15	16	1	1 Loss Aug 61

3. CORRECTIVE ACTION: Improvement will occur on 1 Oct 61 when twelve (12) overages of KC-135 crew members will be absorbed in additional UMD authorizations. Officer personnel to fill the 197 vacancies are being programmed by Hq SAC under the B-58 Combat Crew Program.

COVERAGES BY NAME

<u>AFSC</u>	<u>NAME</u>	<u>RANK</u>	<u>LOGSES</u>
1061C	BERENS	2LT	
1061C	AUSTIN	2LT	
1061C	CHRISTENSEN	2LT	
1061C	LOUCKA	2LT	
1061C	HONEYCUTT	1LT	
1061C	HUSTON	1LT	
1061C	LUDWICK	CPT	
1065C	ODEN	CPT	
1065C	STEWART	CPT	
1065C	WANN	CPT	
1065C	CRUM	CPT	
1065C	ADDINGTON	CPT	
1065C	LEHR	CPT	
1065C	LANE	LTC	
1531	EMRI	2LT	
1531	STEWART	2LT	
1531	WISNER	2LT	
1531	BOYD	2LT	
1531	GORDON	1LT	
1534	GREEN	2LT	
1534	PARR	CPT	
1534	UDALL	CPT	AUG 61
1534	DILLON	CPT	
1416	ANDREWS	MAJ	AUG 61
8041	PEPROZZI	2LT	

MONTHLY ANALYSIS OF SAC MANAGEMENT CONTROL SYSTEM DATA
 RCS: SAC-T35 (2ND-1) Part I
 Period Covered: 1 Jul - 31 Jul 61
 305TH BOMBARDMENT WING (M) (SAC), BUNKER HILL AFB, PERU, INDIANA

PERSONNEL

Manning in Required Specialities

Director of Personnel - Major Arthur W. Stearley, Tele: 412

AIRMEN MIRS

Percent of Required	88%
Percent of Assigned	97%
Number of Required	3801
Number of Assigned	3466
MIRS	3346

- PROBLEM AREA: Airmen MIRS - Percent of Assigned.
- CAUSE: This item is scored at 97%. 120 airmen not assigned to authorized positions are listed below. Losses are indicated in the action column.

OVERAGES - 120

TITLE	AFSC	AUTH	ASGD	OVERAGES	ACTION
Photo Inter Spec	244X0	3	4	1	
Surveyor	222X0	2	3	1	
Draftsman	223X0	2	5	2	
Air Ops Spec	201X0	5	17	2	3 Losses* Aug, Sep
Command Post Spec	274X0	5	7	1	1 Loss Sep
Weapons Fusing Sys Spec	331X0A	4	10	1	
Cell Inter Spec	341X1A	3	6	3	
Link Sim Spec	342X0E	16	19	3	
Eng Sim Spec	342X0G	5	7	2	
Nav-Bom Inter Spec	343X0	8	11	3	
Tele Installer Rpmn	361Y2	1	2	1	
Comm Ctr Equip Rpmn	361X0A	1	4	3	
Office Mach Rpmn	401X0	1	2	1	1 Loss Aug
Photo Rpmn	402X0	9	10	1	
Munitions Spec	461X0	3	5	2	
Weapon Mech	462X0	1	80*	5	*(3-45290) 1 Loss Sep
Automotive Rpmn	471X0	28	29	1	
Spec Veh Rpmn	471X0	15	15*	2	*(3-7211)
Const Equip Opr	531X0	4	5	1	1 Loss Aug
Masonry & Concrete Wkrz	531Y2	4	6	2	
Woodworker	531X0	27	29*	1	*(35290)

DERMA, Hq 305EW, (M) (SAC), Bunker Hill AFB, Peru, Ind, 1 Jul - 31 Jul
61, RCS: SAC-TSS (2ND-1) Part I

<u>TITLE</u>	<u>AFSC</u>	<u>AUTH</u>	<u>AUTH</u>	<u>OVERAGES</u>	<u>ACTION</u>
Wtr Sply & San Spec	563X0	22	24	2	1 Loss Oct
Plumber	564X0	22	26	4	2 Losses Aug, Sep
Heating Spec	565X0	20	23	3	1 Loss Aug
Refrig Spec	566X0A	5	6	1	
Elect Power Prod Spec	567X0	3	6	3	1 Loss Sep
Parachute Rigger	581X0	14	19	5	1 Loss Aug
Fbr, Lthr, Rbr, Prod Rpmn	582X0	7	8	1	1 Loss Sep
Passgr & Hhld Goods Spec	602X0	3	5	2	
Sales Store Spec	642X0	19	24	5	
Fuel Spec	643X0A	77	78	1	5 Losses Aug, Sep, Oct
Inv Mngmt. Spec	645X0	56	60	4	6 Losses Aug, Sep, Oct
Warehouseman	647X0	77	88*	5	*(5-64790) *(64771) 3 Losses Aug, Sep
Stat Svcs Spec	681X0	6	7	1	
Data Proc Mach Opr	685X0A	21	22	1	
Info Svcs Spec	721X0	7	8	1	
Marksmanship Inst	75330	5	8	3	
Physiological Ing Spec	901X2	19	20	1	
Med Svcs Spec	902X0	41	43	2	
Oper Room Spec	902X2	4	5	1	
X-Ray Spec	903X0	4	6	2	
Pharmacy Spec	905X0	4	5	1	
Survival Spec	911X0	2	3	1	
Pers Equip Spec	922X0A	1	26	25	
Dental Lab Spec	982X0A	3	5	2	
				<u>120</u>	

*Indicates authorized substitution of overages for shortages.

3. CORRECTIVE ACTION: Twenty-eight of the above overages are scheduled to be transferred on PCS basis within the next four (4) months. Action is being taken to program the overages in the 922X0A field through training into the 922X0B field to fill shortages existing in the B-58 Program.

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21
PREVENTING FOREIGN OBJECT DAMAGE

TO

AIRCRAFT GAS TURBINE ENGINES

The June meeting of the Foreign Object Damage Prevention Committee convened at 1300 hours, 21 June 1961, in the DCM Conference Room.

MEMBERS PRESENT:

Colonel Franklin S. Allen, jr.,	Presiding
Lt Colonel Bartlett	DCO
Major R. D. Fligor	DCMQ
Major Goodwin	BDCE
Major Pedigo	BDCCO
Major Robinson	FMS
MSgt P. H. Lambert	OMS
TSgt B.D. Russell	AEMS
SSgt Albert D. Sedlor	BDCM

MEMBERS ABSENT

Major Crain	SAFE
Major Pollyea	OMS
Major Simpson	DSA
Captain Elliott	DCMA
Captain Bryan	MMS
Captain Van Dyke	FMS
1/Lt D. J. Wolfe	AEMS
MSgt Albin	319 FIS

MINUTES

1. Colonel Allen opened the meeting by reading part of a new directive received from higher headquarters concerning the appointing of a new FOD project officer, and read SO #MA-63 appointing Major Fligor F.O.D. Project Officer and Major Pedigo Assistant F.O.D. Project Officer. DCM Admin will continue to publish FOD charts for distribution.

2. Problems keeping the ramp clean were discussed. One of them was that the personnel mowing grass were throwing grass on the ramp. Major Goodwin is going to resolve the problem.

Vehicles are still being observed driving on the black top shoulders i.e. gas trucks fully loaded and telephone company trucks. Major Pedigo will take necessary corrective action.

3. It was recommended that a one inch layer of asphalt be put on the parking area of the 319th. Major Goodwin indicated the work order is in for this project, however the work order has a low priority number and funds are not available from higher headquarters. It was suggested that the project priority number be upgraded for immediate action.

4. The new procedure for B-58 aircraft take-off is to have the runway vacuum sweeper precede the B-58 down the taxiway, in an effort to cut down on tire damage.
5. A NOTAM scheduling sweeping every morning during the weekdays at least, from 0500 to 0600 hours is going into effect immediately.

Continue to reactivate the ACO Inspection program.

Old Business

1. Decals are in and approved. It was decided to try and get a backlog of FOD publicity material, i.e. pencils with FOD slogans, etc. and pass them out periodically instead of all at once.

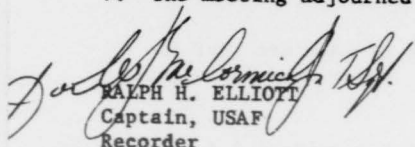
The most recent issue of the FOD chart will be published in the Hustler in an attempt to bring it to the attention of more people.

A copy of the final FOD meeting minutes are to be sent in to the Wing Historian.

2. A bus service will be initiated on the Ramp on a temporary basis in an effort to cut down on privately owned vehicles being out on the ramp.
3. No engine damage report for the fifth consecutive month.

Tire damage report - 2 B-47 Mains @ \$520.00 = \$1,040
1 KC-135 Main @ 362.00 = 362
10 F106 Main @ 112.00 = 1,120
13 - \$2,522

4. It was pointed out that personnel making an area sweep of the ramp were observed walking with hands in pockets. OMS representative was asked to advise all personnel making these sweeps that rocks can't be picked up with hands in pockets.
5. Major Goodwin was asked to continue his orientation of contractor personnel working on the ramp concerning FOD and cleaning up their respective areas.
6. Colonel Allen introduced Major Fligor and Major Pedigo as new FOD Project Officer and Assistant Project Officer respectively.
7. The meeting adjourned at 1345 Hours.

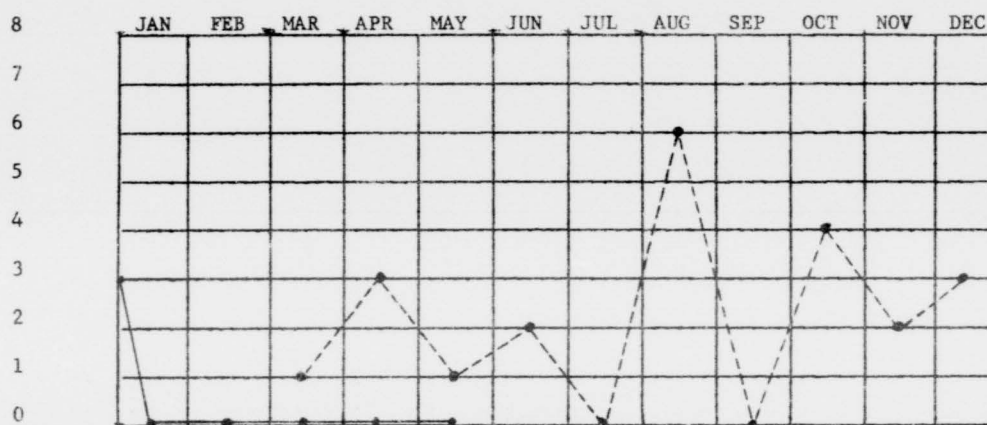

RALPH H. ELLIOTT
Captain, USAF
Recorder

DISTRIBUTION:

1 ea Member
2 Wing Commander
5 2AF (DMLB)
10 19 Air Div (DM)
15 319- FIS
10 DCMQ
40 305 OMS
30 305 FMS
5 45 MMS
20 305 AEMS
20 ACSSRF
10 BDCE
5 BDCE
4 IXOH

FOREIGN OBJECT DAMAGE REPORT FOR JUNE

ENGINES REMOVED FOR F.O.D.

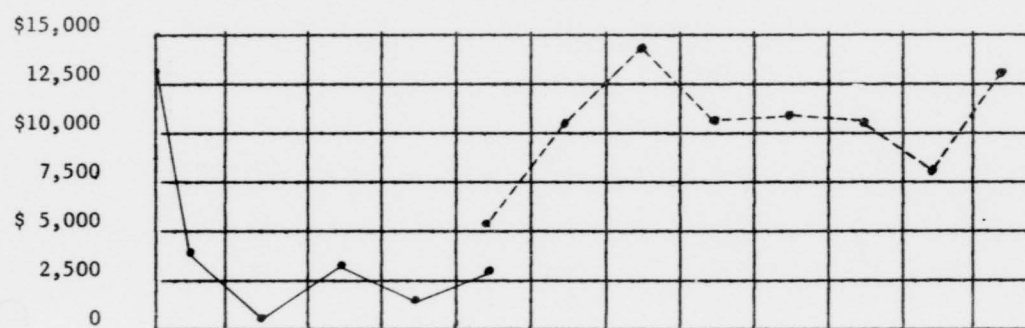


KEY

1960 - - - -

1961 _____

CUT TIRES REPLACED



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HEADQUARTERS
19TH AIR DIVISION
AETC, 1411 HARRIS BLVD
AAR, Keesler, Mississippi, USAF



13 July 1961

REPLY TO
ATTN OF:

SUBJECT:

TO: 305 Bomb Wg (C)
433d Strat Wg (C)
7 Bomb Wg (C)
43 Bomb Wg (C)
624 Cbrt Spn Gp (C)
624 Med Gp (C)

1. Our progress in implementing the projects of "Money Tree", as required by the command project directive of 1 July 1961, can stand or fall on the "Specifics".

2. It is your job to get publicity using every agency available to you, most or effective. Every individual, civilian employees as well as military, should be made to know, familiar with the entire project, what it means, and what our progress is. In the latter regard, a status report monthly for each major organization in this Division should be prepared and published.

3. In order to measure the results of Project "Money Tree" to date with in the Division, I state that one of the major stumbling blocks appears to be the failure to get the projects of a "Money Tree" taken care of. It is your job to get the attention to this item, and to get the projects of a "Money Tree" taken care of within their respective agencies.

4. It is your job to get the projects of a "Money Tree" published. I expect to see a report on the progress of the projects by 27 July 1961. I expect to see a report on the progress of the projects with the "Money Tree" Project Directive.

NILS O. OHMAN
Major General, USAF
Commander

Copy to:
DM

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1499

3007

Money Tree

10 / 11 Div (C)

1. Reference your letter, same subject, 13 July 1961.

2. Our letter, subject "Money Tree Monitor", dated 21 July 1961, to SAC with information copies your headquarters and 2AF, outlined our proposal to place the overall monitorship on the man who controls the majority of the "Money Tree" items. It was felt that even though "Money Tree is Everybody's Business", the program could better achieve its goal if the office of primary responsibility was the controlling agency. The functions of the Base Deputy Commander for Material under SACM 20-15 are such that he can more effectively control and monitor these projects.

3. In addition to the above suggestion for improvement in the monitorship of "Money Tree", monthly meetings are held by the "Money Tree" panel in an effort to develop and further "Money Tree" ideas and local projects. A full scale publicity program, such as our Foreign Object Damage program, is being prepared by interested activities. At present we are using the Daily Bulletin, Base Newspaper, and one office is using stamps on the bottom of correspondence. More stamps are on requisition. We are also informing our technical representatives of the purpose and goals of "Money Tree" and their ideas are being solicited. By this means and the publicity program, we expect considerable dividends in taxpayers money saved at this base.

4. There are two areas that we have been profitable in. One is in J-57 engine conditioning. We have developed a new "PT-3" conditioning check that enables us to determine incipient engine deterioration before an abort takes place; we have developed approved carbo blast procedures, now adopted by SAC, which enables us to clean the engines while installed on the aircraft; a procedure to check all fuel nozzles simultaneously for performance while installed on the engine; a method to clean and repair air bleed governors, and we are currently working on a procedure to check engine vibration while installed on the airplane, and an air auxiliary air starting device.

5. Another area that has been profitable has been in our Foreign Object Damage program. This has reduced our engine damage from two per month to zero for a six month period and has reduced cut tire damage by more than two thirds.

6. One problem area in the "Money Tree" project is the excess amount of documentation required by all levels of command. This in itself is creating a paper work problem that is contrary to the "Money Tree" principles.

F. L. O'BRIEN
Colonel, USAF
Commander

1 Atch
Sample of 305BW Local
Projects

EXAMPLES OF SUCCESSFUL LOCAL PROJECTS

1. BDCP-1: Discount Expedite Marking of Orders. Orders which contain a discount for prompt payment be stamped DISCOUNT-EXPEDITE. This stamp required 3 operations. Rubber stamp was devised which cut operation in half. Savings: 6 manhours/month, \$9.00/month.
2. BDCP-2: Inserts for Window Envelopes. System was devised to reduce typing load in Base Procurement Office and to speed mailing of purchase orders and delivery orders to units supported by this base, but located in other parts of the state. Savings: Eliminates typing of 150 envelopes per month. 3 manhours and \$5.58 savings per month.
3. BDCMP-5: Use of AF Form 16 by Medical Supply. By having the Medical Supply Section use AF Form 16 "Traveling Requisition" for all recurring medical supplies. Savings: Approximately \$20.00 and 10 manhours per month.
4. TSC-1: Reuse of Containers and Packing Materials. The amount of reusable containers and materials which had previously been thrown in the disposal yard amounted to several thousand dollars per year. Traffic Management Branch initiated a program where by packing material and container are picked up and reused for packing and crating outbound cargo. Savings: During the month of May, approximately \$250.00 worth of packing materials were picked up from various base organizations. It is expected that greater savings will be realized as the program becomes more known to all base units.

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1503

HEADQUARTERS
305TH BOMBARDMENT WING (M) (SAC)
UNITED STATES AIR FORCE
Bunker Hill Air Force Base
Peru, Indiana

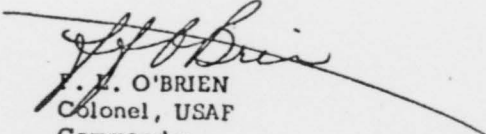
REPLY TO:
ATTN OF: C/Col O'Brien/3003/jk

24
7 July 1961

SUBJECT: Accessory to Murder and Suicide

TO: All Commanders and Supervisory Personnel

1. In the past 60 days, you and I have helped cause the deaths of five airmen and two civilians assigned to this base. We have caused these deaths by not instructing and directing in the proper manner or, when we did instruct, by not checking to see that our instructions or directions were carried out.
2. We must face up to the facts. We are, to a degree, responsible for this wanton loss of life and we must do everything within our power to stop it immediately. We are too inclined to say, "There is nothing we can do" while, actually, there are many things that we can do. For example, the following:
 - a. Recently, we had a safety inspection of all motor vehicles. Since you and I did not get completely behind it, only approximately 50% of our vehicles were inspected.
 - b. More recently, we had a safety belt campaign and only about one-fourth of our automobiles have so far been equipped with belts. At least two of the above deaths, and probably more, could have been prevented with the use of safety belts but you and I failed in our duty and did not cause everyone to have their vehicle equipped in all seats with safety belts and then follow through to see that they were used.
 - c. We are obviously not supervising or our personnel would not stay out most of the night drinking and then rapidly drive back to the base on dangerous roads and highways and kill themselves.
 - d. Therefore, it is obvious that you and I have failed in our duty to our men.
2. In order to attempt to stop some of this dereliction of duty on our part, each one of you Squadron Commanders will brief every individual in your organization before he goes on leave, furlough, a weekend trip or a three day pass on all aspects of driving. We will call the program "Survival Driving." You will cause the man to sign a statement each and every time that he has been briefed and that he understands all the aspects of safety and survival driving.
3. I request that each one of you Commanders report to me in writing, no later than 18 July, of what you and your supervisors are doing to keep yourselves from being derelict in your duty as we have been in the past.
4. We have been instrumental in killing seven people. Let's see that no one is number eight!


F. J. O'BRIEN
Colonel, USAF
Commander

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1505

HEADQUARTERS
SECOND AIR FORCE (SAC)
UNITED STATES AIR FORCE
BARKER AIR FORCE BASE, LOUISIANA



REPLY TO
ATTN OF

SUBJECT

... to determine the status of their
respective physical conditioning programs, and, in particular,
their degree of compliance with AFR 57-5 and SAC Supplement 1,
therein.

The report clearly revealed:

1. ... with AFR 57-5.

2. ... (25 percent of
those reported to be training, although 30 percent had
been reported as such).

3. ... Physical Conditioning
Unit personnel.

4. ...

5. ... the Weight-

6. ...


7. ...

8. ...

These ... existing alternatives were
with ...

3. Appropriate administrative or disciplinary action was taken against those personnel who were negligent in supervision and those who cheated. Other cases are being investigated to determine the propriety of more stringent punitive action. To assure continued emphasis and compliance with this program, I intend to have spot inspections made and sample retestings conducted throughout this command.

4. I am aware that there has been a degree of antipathy in the Physical Fitness Program and that excuses of "too busy" or "the exertion required is too great" were received as justification for what appears to be falsification of records. Such excuses are unacceptable. I expect immediate action at all Second Air Force activities to insure full compliance with the Physical Fitness Program directives, and complete integrity in the maintenance of records.


J. P. McCONNELL
Lieutenant General, USAF
Commander

Copy to: 19 Air Div

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HEADQUARTERS
305 BOMBARDMENT WING (M) (SAC)
UNITED STATES AIR FORCE
BUNKER HILL AIR FORCE BASE
PERU, INDIANA

REPLY TO
ATTN OF:

DCOTG/Capt Hunt/raw

SUBJECT:

Investigation of Physical Conditioning Training

7 July 1961

TO: C

1. Reference letter, dated 9 June 1961, subject: as above, the following comments are submitted for your information:

Ref Par 2a: This Wing and Combat Support Group are striving to maintain a satisfactory compliance with AFR 50-5.

- b. To my knowledge, there have been no cheating on PFR Testing within this Wing and I have instructed personnel under me not to condone such practices. Our base didn't exercise control of Wing personnel testing at Carswell Air Force Base.
- c. Physical Conditioning Unit Personnel have been the only people authorized to conduct PFR Testing on this installation.
- d. Testing on this installation has been available Monday-Friday from 0830 through 1530 each quarter.
- e. Adequate supervision has been conducted by all Squadron Commanders on weight reduction program and over weight personnel are being controlled by a diet prepared by the Base Surgeon along with additional weight reduction exercises supervised by Physical Conditioning Unit personnel.
- f. Squadrons have been reviewing medical excuses to insure that dates are current within the periods the man has been excused.
- g. The Physical Conditioning Unit on this installation is manned by 5 personnel, at present one is assigned to the Base Golf Course and one TDY to Japan, leaving 3 people to perform the operation of the Physical Conditioning Unit.
- h. The Base Training Officer and myself meet frequently to keep informed of current and existing changes within the physical conditional program.

J. E. GUEYDAN
Colonel, USAF
Deputy Commander For Operations

3526

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1510

27

EBFO44
KFB994
PP WJBNJ
DE RJEBKF 48
ZNR
P R 1116457
FM 2AF BARKSDALE AFB LA
TO RJEBSK/19 AIRDIV CARSWELL AFB TEX
RJEBHU/97BOMBG BLYTHVILLE AFB ARK
RJEBBH/4228STRAT WG COLUMBUS AFB MISS
RJEBSE/4130STRATWG BERGSTROM AFB ZEX
RJEBHB/4042STRATWG K I SAWYER AFB MICH
JJEBNJ/305BOMB WG BUNKER HILL AFB IND
INFO RJEBKI/4 AIRDIV BARKSDALE AFB LA
RJEBAN/40AIRDIV WURTSMITH AFB MO

BT
UNCLAS DCDTH 2134 IMMEDIATE ATTENTION REQUIRED.
THIS MESSAGE PERTAINS TO SKY SHIELD II. REFERENCE 2AF UNCLAS MSG
DCDTH 2109, DTD 5 JUL 61. PART 4 OF CITED MESSAGE IS AMENDED TO
INCLUDE THE FOLLOWING UNITS: 97BN, 7BN, 4227SW, 4130SW, 4042SW,
305BN, AND 4321SW. CONFERENCE DATES AT HQ SAC 25-27 JUL 61.
PART 2, 3 AND 5 OF CITED MSG APPLY
BT
11/1659Z JUL RJEBKF

CERTIFIED TRUE COPY:


LAUREL W. HANSON
Captain, USAF

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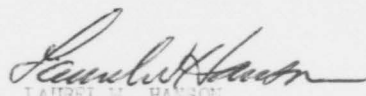
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EBT751KFC764
RR RJBENJ
DE RJBENJ 208
ZNR
R 262225Z
FM 2AF BARKSDALE AFB LA
TO RFWKBR/SAC
RJBENJ/19AIV DIV CARSWELL AFB TEX
RJBENJ/305BOMBWG BUNKER HILL AFB IND

BT
UNCLAS DATED 2962. FOR: SAC (DOTCD), 43BW AND 305BW
(DCO, DCOT AND DCOTA). REFERENCE 43DCOTA MSG 61-461, 25 JULY 61.
PART I OF III PARTS. FOR SAC: REFERENCED MSG REQUESTED WAIVER OF
THE CHAFF REQUIREMENT FOR B-58 AIRCRAFTS AS SPECIFIED IN PARA 5C (4)
(1), ANNEX 1 TO SACR 51-19, 19 MAY 61. TRAINING CHAFF IS PROGRAMMED
TO BE AVAILABLE FOR B-58's by 31 OCT 61. PART II. FOR 43D AND
305TH BOMB WINGS: WAIVER OF SACR 51-19 CHAFF REQUIREMENT IS GRANTED.
UPON RECEIVING TRAINING CHAFF, EACH SACR 51-19 QUALIFIED DSO WILL BE
SCHEDULED TO COMPLETE THE SACR 51-19 CHAFF REQUIREMENT AS SOON AS
POSSIBLE. PART III. FOR SAC: PRESENTLY TRAINING CHAFF FOR B-58

PAGE TWO RJBENJ 208
CREW UPGRADING IS NOT AVAILABLE. ACTION SPECIFIED IN PART II IS
DEEMED NECESSARY TO PERMIT AN ORDERLY CREW UPGRADING PROGRAM TO BE
SCHEDULED AND ATTAINED BY THE B-58 BOMB WINGS. IF SAC DOES NOT
CONCUR IN ACTION SPECIFIED IN PART II REQUEST FURTHER INSTRUCTIONS.
BT
26/2241Z JUL RJBENJ

CERTIFIED TRUE COPY:


LAUREL W. HANSON
Captain, USAF

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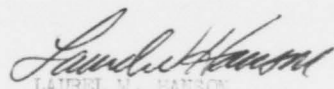
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CZCNJA287ZCNYA555
RR RJEDNJ
DE RJBKBF 242
ZNR
R M 262212Z
FM 2AF BARKSDALE AFB LA
TO RMTNH/SAAMA KELLY AFB TEX
INFO RVTXBR/SAC
WMTSK/19ADV CARSWELL AFB TEX
RJEDNJ/305BW BUNKER HILL IND
BT
UNCLAS DM3A1 3855
FOR SANB. REPARABLE SHIPPING INSTRUCTIONS FOR B58 SPARES. CONSID-
ERABLE CORRESPONDENCE HAS BEEN DISSEMINATED BY VARIOUS TMS IN RECENT
WEEKS PERTAINING TO THE ABOVE SUBJECT. HOWEVER, BUNKER HILL AFB
HAS NOT BEEN PROVIDED THESE INSTRUCTIONS. REQUEST ALL INVENTORY
MANAGERS BE ADVISED TO INCLUDE THE 305TH BW, BUNKER HILL AFB ON
DISTRIBUTION LISTS FOR ALL CORRESPONDENCE PERTAINING TO B58
LOGISTICS MATTERS WHICH REQUIRE ACTION ON THE PART OF FIELD UNITS
BT
26/2235Z JUL RJBKBF

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LAUREL W. HANSON
Captain, USAF

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1516

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EBT966

FEACE

MM RJEBNJ

ZNR

M 102118Z

FM 2AF BARKSDALE AFB LA

TO RWJBBK/19/INDIV CARSWELL AFB TEX

INFO RWJBBK/305BOMBING BUNKER HILL AFB IND

BT

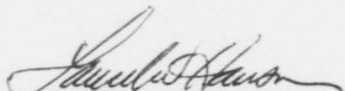
UNCLAS DM4F1 4309.

FOR DM. REF YOUR MSG DM399, 6 JULY 1961. USAF HAS CANCELLED
PREVIOUS PROCUREMENT ACTION ON B-58 SHELTERS. NEW PROCUREMENT
ACTION HAS BEEN INITIATED. NEW SCHEDULE OF PROCUREMENT AS
FOLLOWS: FIRST ARTICLE DEMONSTRATION: 14 NOV 1961, PRODUCTION
TEN SHELTERS AT CARSWELL: 15 JAN 1962. NEW NAME FOR
MAINTENANCE/LAUNCH SHELTER: "B-58 CLIMATIC SHELTERS". SHELTERS
WILL INCORPORATE GUY-WIRES AND TURNBUCKLES FOR ANCHORING.
CONCRETE EMBEDDED ANCHOR ETC WILL BE FURNISHED BY BASE.
DRAWINGS SHOWING LOCATIONS OF ANCHORS WILL BE FURNISHED BOTH
BASES APPROXIMATELY 1 OCT 1961.

BT

10/2148Z JUL RJEBKF

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LAUREL W. HANSON
Captain, USAF

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90

EBT000KFC983
MM RJEBNJ
DE RJEBKF 184
NR
N 282106
FM 2AF BARKSDALE AFB LA
TO 305BOMBWG BUNKER HILL AFB IND
BT

UNCLAS OP 7-5965. FOR: DP. YOUR MESSAGE DPCB 1133,
19 JUL 61. TO PROVIDE COMPLETE BACKGROUND THE FOLLOWING
INFORMATION IS FURNISHED. NEITHER HEADQUARTERS USAF NOR SAC
RECOGNITION OF ANY ADMINISTRATIVE FREEZE OR LEVY EXEMPTION ON ANY
MEMBER OF THE 305 BOMB WING. THIS LACK OF RECOGNITION EXTENDS
EQUALLY TO CREW AND SUPPORT OFFICERS. HOWEVER, CREW MEMBERS
ARE MAINLY EXEMPT FROM OVERSEAS LEVIES REGARDLESS OF AIRCRAFT
QUALIFICATIONS. THE FACT THAT YOUR B-47 CREW MEMBERS WILL
SOON BE B-58 QUALIFIED WILL FURTHER PRECLUDE THEIR ATTRACTING
OVERSEAS LEVIES. IN RECOGNITION OF THE PROBLEMS INVOLVED IN

Att: DP
Sub C
Be
10

PAGE TWO RJEKTF 184

CONVERTING TO THIS NEW AND COMPLEX WEAPONS SYSTEM, THIS HEAD-
QUARTERS ESTABLISHED A POLICY WHEREBY STAFF AND SUPPORT
OFFICERS OF B-58 UNITS WOULD NOT BE SELECTED FOR REASSIGNMENT
IF ANY OTHER OFFICER COULD BE SELECTED. IN SHORT, THIS HAS
CAUSED A FURTHER DRAIN UPON ZAF RESOURCES SINCE SAC CONSIDERS
ALL OFFICERS AVAILABLE FOR REASSIGNMENT AND LEVIES ACCORDINGLY.
YOU MAY SUBSEQUENTLY EXPECT 21 LEVIES TO MAN POSITIONS IN THIS
AND IGH ER HEADQUARTERS OR TO THE CEG, DEPENDENT UPON
REQUIREMENTS THAT MAY LATER BE ESTABLISHED. SINCE NO NAMES
WERE CITED IN YOUR MESSAGE DPCB 1133 IN RESPECT TO B-58 TRAINED
OFFICERS BEING ALERTED FOR REASSIGNMENT IN THE CIRCUMSTANCES
WHICH LED TO THEIR INITIAL ALERT CANNOT BE DETERMINED. THE
POSSIBILITY EXISTS THAT OFFICERS WERE ASSIGNED TO THE COMBAT
SUPPORT GROUP, KC-135 UNIT, WERE NOT CONSIDERED ESSENTIAL TO
THE B-58 PROGRAM OR PERSONNEL RECORDS WERE IN ERROR. IF YOU
WANT SUCH BACKGROUND ADVISE THIS HEADQUARTERS OFFICERS WHO
WERE UNDER CONSIDERATION.

BT

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JOINT MESSAGEFORM		SECURITY CLASSIFICATION UNCLASSIFIED					
SPACE BELOW RESERVED FOR COMMUNICATION CENTER							
	PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	PRIORITY	BOOK	MULTI	SINGLE			
INFO	ROUTINE	X			AF	X	
FROM:						SPECIAL INSTRUCTIONS	
305BOMBWG BUNKER HILL AFB IND							
TO:							
AF PLANT REP CONVAIR FORT WORTH TEX							
SAAMA KELLY AFB TEX							
INFO: SAC OFFUTT AFB NEB							
AFLC WPAFB OHIO							
DEPUTY IG FOR SAFETY NORTON AFB CALIF							
WADD WPAFB OHIO							
AFLC/ASC WPAFB OHIO							
OES CARSWELL AFB TEX							
2AF BARKSDALE AFB LA							
UNCLAS DCMQ <u>7-10721</u> . IMMEDIATE ATTENTION REQUIRED. ACTION							
AFPR (SANETE), SAAMA (SANSI). INFO SAC (DM4B), AFLC (MOMT), USAF							
DIG SAFETY (AFORS-3), WADD (WVZSE), AFLC/ASC (IMRM), OES (B-58), AND							
2AF (DM4B). EMERGENCY UNSATISFACTORY REPORT SUBMITTED IAW T.O.							
OO-35D-54. A. CRITICAL SAFETY HAZARD. B. 305 BW 61-46 C. CONTAINER							
INSTALLATION WATER; 12330; NONE. D. 4F1380-3, 4F240-3, AND 4F250-3							
NONE. E. CONVAIR F. AIRCRAFT, B-58, ALL; CANOPY ASSEMBLY.							
						DATE	TIME
						21	1415Z
						MONTH	YEAR
						JULY	1961
SYMBOL		SIGNATURE					
DCMQ							
WRITER		TYPED (or stamped) NAME AND TITLE					
TYPED NAME AND TITLE (Signature, if required)		FRANKLIN S. ALLEN, JR.					
ROBERT D. FLIGOR, QUALITY CONTROL OFF.		Colonel, USAF					
PHONE 3043		Deputy Commander for Maintenance					
SECURITY CLASSIFICATION							
UNCLASSIFIED							
PAGE NR. 1		NR. OF PAGES 2					

DD FORM 175, 1 MAY 58

REPLACES DD FORM 175, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

JOINT MESSAGEFORM - CONTINUATION SHEET		SECURITY CLASSIFICATION	
FROM: 305BOMBING BUNKER HILL AFB IND		UNCLASSIFIED	
<p>G. NO REPORTED FAILURES. H. NO REPORTED FAILURES. I. NO REPORTED FAILURES. NO REPORTED FAILURES. K. NO FAILURES. L. A SERIOUS PROBLEM EXIST THIS STATION WITH USE OF THE WATER CONTAINERS INSTALLED IN ASSIGNED B-58 AIRCRAFT. PROBLEMS ENCOUNTERED ARE: INSULATION POOR - WATER ASSUMES AMBIENT TEMPERATURE RAPIDLY; CONTAINER CAPS ARE TOO SMALL FOR ADEQUATE CLEANING OF CONTAINER; CONTAINER CAPS LEAK - DUE TO LOCATION OF CONTAINER EXTREME DISCOMFORT RESULTS; POLYETHYLENE TUBE GIVES WATER FOUL ODOR AND TASTE - ONE INSTANCE HAS BEEN REPORTED WHERE CREWMEMBER VOMITED AS RESULT OF DRINKING WATER DURING FLIGHT. M. MISSION FAILURE COULD RESULT SHOULD CREWMEMBER BECOME ILL DURING FLIGHT. N. RECOMMEND MANUFACTURER BE ADVISED OF DEFICIENCY. FURTHER RECOMMEND CONSIDERATION BE GIVEN TO THE INSTALLATION OF A MORE IMPROVED CONTAINER WITH A TUBE MANUFACTURED FROM A MATERIEL THAT WOULD NOT ALTER THE WATER.</p> <p>O.L. KIPLIN, CAPT, USAF MC FS; 586 (DUTY), MU9-9879 (NON-DUTY).</p>			
<p>CERTIFIED TRUE COPY: <i>Laurel W. Hanson</i> LAUREL W. HANSON Captain, USAF</p>			
SYMBOL DCMQ	PAGE NR 2	NR OF PAGES 2	SECURITY CLASSIFICATION UNCLASSIFIED
			INITIALS RDF

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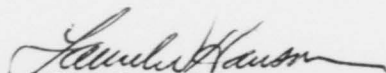
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OZONJAS77ZOMYAS21
PP RJEDNJ
DE RJWPAF 34A
ZNR
F 212000Z
FM AFPRO GENERAL DYNAMICS FMT
TO RJEDNJ/305TH BW BUNKER HILL AFB IND
INFO RJWPNH/SAAMA KELLY AFB TX
RJWYBR/SAC OFFUTT AFB NEBR
RJWZBF/AFPTC EDWARDS AFB CALIF
RJWZNF/USAF DIG FOR SAFETY NORTON AFB CALIF
RJEHBT/2AF BARKSDALE AFB LA
RJEDSQ/AFIC WPAFB OHIO
RJEHBT/ASD WPAFB OHIO
BT
UNCLAS SANBTE 75931
(FROM SAAMA OFFICE)
ACTION 305DCM2. INFO: SANSIA, SANBT, ASNPESB; DM; FTBQ; AFIDF; DM4B;
MCMT, MCR; ASZH. THIS IS REPLY TO BUR 305EW-61-46 WHICH HAS BEEN
ASSIGNED MIP SA61-746 RI. TO 1B-58A-6 DID17 FEB 61 SEC 1 SYSTEM
12, ITEM 2 REQUIRES SERVICING DURING PRE-FLIGHT INSPECTION. TECH
MANUAL 1B-58A-2-3 DID 7 APR 61 PAGES 3-107 AND 7-15 PROVIDES
INSTRUCTIONS FOR CLEANING AND SERVICING. CONTAINERS HAVE A
CAPACITY OF TWO QUARTS; OVERFILLING WILL RESULT IN LEAKAGE.
CARSWELL AFB FLIGHT SURGEON HAS RECOMMENDED THAT AFTER CLEANING THE

PAGE TWO RJWPAF 4A
"CONTAINERS BE FILLED AND PLACED IN THE AIRCRAFT NOT EARLIER THAN
FIVE (5) TO SIX (6) HOURS BEFORE TAKE-OFF TIME". ADHERENCE TO THE
ABOVE WILL PREVENT REOCCURRENCE OF THE DIFFICULTIES. THIS
CONSTITUTES CLOSING ACTION ON MIP SA61-746 RI.
BT
21/2211Z JUL RJWPAF

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LAUREL W. HANSON
Captain, USAF

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STRATEGIC
AIR
COMMAND

HEADQUARTERS
305TH BOMBARDMENT WING (M) (SAC)
United States Air Force
Bunker Hill Air Force Base
Peru, Indiana

35
SECOND
AIR
FORCE

BUN-61-7-11

BUNKER HILL AIR FORCE BASE, Peru, Ind., July 20 — The 68th Air Refueling Squadron, Bunker Hill AFB, achieved first place in their division recently in the Second Air Force Combat Competition.

A crew from the 68th, consisting of Captain Donald Sink, aircraft commander, Captain James E. Sizemore, co-pilot, 1st Lt. John M. Sheffield, navigator, and TSgt. Hubert G. Dunahoo, refueling boom operator, won the top honors in a KC-135 Strato-tanker. The competition was held during most of June, with competitors working from their home bases. Crews from nearly all bases in Second Air Force competed. Second place also went to Bunker Hill AFB. The crew of Captain John T. Thayer, aircraft commander, Captain William O'Conner, co-pilot, 1st Lt. Phillip D. Clark, navigator, and ALC Bruce L. Cheek, boom operator, took these honors. Bunker Hill AFB scored 516 points out of a possible 600.

Captain Sink and his crew have a combined total of over 11,000 hours flying time and nearly 40 years of service with the Air Force.

The crew won the victory even though they were an hour late taking off at one point, due to a starting failure. However, alteration of the flight plan and near top speed enabled the crew to meet the departure time for the navigation portion of the mission.

Due to the exceptional professional ability displayed by the crew in the event, they have been nominated for crew of the month honors by the 68th squadron.

Both Captain Sink and Captain Thayer's crews participated in the refueling of the B-58 which recently flew to Paris, France, establishing a speed record for crossing the Atlantic Ocean.

- 30 -

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Laurel W. Hanson
LAUREL W. HANSON
Captain, USAF
Asst. Information Officer

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JOINT MESSAGEFORM		SECURITY CLASSIFICATION SECRET			
SPACE BELOW RESERVED FOR COMMUNICATION CENTER					
PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	CRIG. OR REFERS TO
ACTION	PRIORITY	DOCK	MULTI	SINGLE	CLASSIFICATION OF REFERENCE
INFO				AP	X
FROM:				SPECIAL INSTRUCTIONS	
305BOMBWG BUNKER HILL AFB IND					
TO:					
19AIRDIV CARSWELL AFB TEX					
SECRET/FROM C 61-123 . FOR C. IMED ATTN REQUIRED.					
THIS MESSAGE IN FOUR PARTS.					
PART I. THE 305BOMBWG CANNOT MEET THE 15 JULY POSTURE FOR BOMBER AIRCRAFT BECAUSE OF SHORTAGE OF MATERIEL IN THREE AREAS. A. NO MUNITIONS HOIST KIT TO INSTALL WARHEADS. B. ONLY FIVE B-58 AIRCRAFT ON STATION. C. NO RR-72 CHAFF AVAILABLE.					
PART II. THE FOLLOWING UNCLASSIFIED MESSAGES PERTAIN TO THE HOIST KIT. 305BOMBWG MESSAGES MMS 5-10502, 19 MAY 61; MMS 6-10574, 13 MAY 61; MMS 6-10617, 27 JUN 61; AND YOUR UNCLASSIFIED MESSAGES DM 289, 26 MAY 61; DM 337, 15 JUN 61; AND SAAMA MESSAGE SANBRG 74835, 29 JUN 61. WITHOUT THE MUNITIONS HOIST KIT (GSEL 4307), NOCM 1190-676-3582 THIS ORGANIZATION CANNOT INSTALL WARHEADS INTO B-58 PODS. AN INFORMAL ESTIMATE FROM SAAMA INDICATES AN APPROXIMATE THREE MONTHS DELIVERY DATE. THE LATEST WRITTEN ESTIMATE WAS EIGHT MONTHS DELIVERY.				DATE 10 MONTH JUL YEAR 1961	
SYMBOL DCCO		SIGNATURE s/J. E. Gueydan, Col			
TYPED NAME AND TITLE (Signature, if required) s/t/EVARICE C. MIRE JR, MAJ, CHIEF DCCO		TYPED (or stamped) NAME AND TITLE for F. L. O'BRIEN COLONEL, USAF COMMANDER			
PHONE 3221		PAGE NR. 1		NR. OF PAGES 2	
SECURITY CLASSIFICATION SECRET					

JOINT MESSAGEFORM - CONTINUATION SHEET		SECURITY CLASSIFICATION
FROM:		SECRET
305BOMBWG BUNKER HILL AFB IND		
<p>PART III. PRESENT B-58 DELIVERY SCHEDULE WILL NOT SUPPORT THE 11 ASSIGNED SORTIES UNTIL THE MIDDLE OF SEPTEMBER 1961.</p> <p>PART IV. NO RR-72 CHAFF IS AVAILABLE AT THE PRIME DEPOT OF DAYTON OHIO. DEPOT ESTIMATE FUNDS AVAILABLE 15 JULY 1961 WITH A THREE MONTHS PROCUREMENT TIME. SCP 4.</p>		
<p>A true copy</p> <p><i>Laurel W. Hanson</i> LAUREL W. HANSON Capt, USAF</p>		
SYMBOL	PAGE NR	NR OF PAGES
D000	2	2
SECURITY CLASSIFICATION		INITIALS
SECRET		

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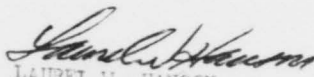
1533

SKE772
FP RJEBSK
DE RJEBSK 113
ZNR
F 142300Z
FM 19 AFWDIV CARSWELL AFB TEX
TO 305BOMBWG BUNKER HILL AFB IND
BT

UNCLAS C 427. FOR C. IMMEDIATE ATTENTION REQUIRED.
REFERENCE YOUR SECRET 061-123, 10 JUL 61. THIS MSG IN TWO PARTS.
PART I. TWO MUNITION HOIST ASSEMBLIES ARE AUTHORIZED THE 28MDS; ONE
IS OUT OF COMMISSION FOR REPAIR AND CALIBRATION. THE UNRELIABILITY
OF HOIST IN THE PAST DICTATES THAT THE 28MDS REMAIN POSSESSION OF
BOTH HOISTS IN SUPPORT OF THE 43BOMBWG SO THAT WE HAVE REASONABLE
ASSURANCE THAT PODS CAN BE MADE READY FOR COME ACTIVITY UNTIL ADDI-
TIONAL HOISTS ARE MADE AVAILABLE. USSS QUOTES ESTIMATED DELIVERY
DATE FOR TWO EA HOIST (GSEL 4307) IS DEC 61. PART II. TWO PIECES
OF EQUIPMENT STOCK NO 1730-58246-1 WERE SHIPPED TO YOUR WING ON

PAGE TWO RJEBSK 113
8 JUL 61 ON REQUISITION NO 11861103. THESE ITEMS CAN BE USED AS
INTERIM HOIST IN LIEU OF AGEL 4307 UNTIL THE LATTER IS MADE AVAILA-
BLE. UPON RECEIPT OF THE INTERIM HOIST, REQUEST REEVALUATION OF
305BOMBWG CAPABILITY.
BT
14/2342Z JUL RJEBSK

CERTIFIED TRUE COPY:


LAUREL W. HANSON
Captain, USAF